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Vol. VII. No. 243. 號二月三年十三百九千一英 HONG KONG, SUNDAY, MARCH 2, 1930. 日三初月二年午庚次歲 年九十國民華中 Price, 10 Cents Per Copy.

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ENGLISH & SCOTTISH CUP TIES; LEAGUE GAMES & TABLES

[FROM OUR OWN CORRESPONDENT] London, Last Night.

In the English Cup competition to-day Aston Villa were beaten at home by Huddersfield, whilst West Ham went down to the Arsenal. The meeting of Notts Forest and Sheffield Wednesday resulted in a draw, as did the tie between Newcastle and Hull City. Hamilton Academicals sprung a surprise by beating St. Mirren in the Scottish Cup tie at Paisley. Dundee drew with the Hearts, whilst Partick Thistle and Rangers had easy wins over Falkirk and Montrose, respectively. Full Cup tie and League match scores are appended:—

English League—Division I.				Division II.				Division III.—South				Division III.—(North)				Scottish League			
Derby	3	Middlesbrough	1	Bradford	0	Tottenham	2	Bournemouth	1	Newport	1	Accrington	1	Wrexham	3	Ayr United	5	Aberdeen	1
Everton	2	Blackburn	2	Bristol C.	0	Blackpool	1	Crystal P.	3	Bristol R.	0	Chesterfield	2	Southport	0	Celtic	7	Dundee U.	0
Leeds U.	1	Leicester	2	Cardiff	2	Bradford	0	Exeter	1	Plymouth	0	Darlington	2	Wigan	0	Morton	1	Clyde	2
Manchester C.	4	Liverpool	3	Notts C.	1	Bury	3	Fulham	2	Clapton	2	Doncaster	3	Nelson	0	Motherwell	7	Cowdenbeath	2
Sunderland	3	Sheffield U.	2	Preston	3	Barnsley	1	Gillingham	1	Brighton	1	Hull	0	Stockport	3	St. Johnstone	1	Kilmarnock	3
Holton W.	4	Manchester U.	1	Reading	3	Chelsea	1	Luton	1	Torquay	1	Hartlepool	1	Carlisle	0	Hibernians	6	Queen's Park	3
				Stoke	1	Millwall	0	Northampton	3	Swindon	1	Lincoln	2	Crews	0				
				Swansea	1	West Brom.	0	Norwich	2	Brentford	2	Rochdale	0	Port Vale	0				
				Wolves	2	Southampton	0	Queen's P.R.	3	Coventry	1	Rotherham	2	New Brighton	2				
								Southend	0	Merthyr	0	South Shields	2	Barrow	0				
								Walsall	1	Watford	2	Tranmere	4	York	4				

DELI MARU PIRACY
Clever Pleading Fails to Move Magistrate
ACCUSED TO STAND TRIAL
"I Ask For The Dismissal of Both My Clients"

The criminal case arising out of the piracy on board the Japanese steamship Deli Maru, in September, was concluded before Mr. A. W. G. H. Grantham at the Central Magistrate yesterday, when he decided to commit the two accused for trial at the next Criminal Sessions on the following charges:—

Lo Ming and Chan Chung-nam, charged with consulting, confederating and corresponding with pirates for the ransom of Hsu Han-hi, a Chinese engineer of Shanghai, who was captured by pirates.

Lo Ming alone, charged with threatening Cheung King-yuet and Liu Chow-yun to injure the person of Hsu in order to cause them to pay the sum of \$11,000.

Lo Ming and Chan Chung-nam, charged with conspiracy, with others unknown, to illegally obtain from Cheung King-yuet and Liu Chow-yun the sum of \$11,000.

Before his Worship gave his decision, Mr. A. Covey, of Messrs. G. K. Hall Brutton and Co., made a lengthy speech for the defence.

Piracy Proved
He said that a piracy on the high seas aboard the Deli Maru had been proved, as well as the shooting and the robbery at sea, in fact, all except who the pirates were.

Following the piracy, they had heard of the kidnapping by pirates of certain people, particularly the man Hsu, and, naturally, Hsu's relatives and friends were anxious to get him released.

In this connection it was a curious thing that not once in the six days that the case had been heard had there been any evidence to show how the information of Hsu's capture had come to the knowledge of the first Crown witness, Cheung King-yuet. All that he had said on the subject was: "I was acquainted with the fact that ransom was being asked."

Surmise Not Permitted
Mr. Covey then referred to the arrival of the man Cheung in Hong Kong, accompanied by one Chan Hoi-plu, Cheung registered at the hotel in his own name, whilst Chan re-

MURDERED PRIESTS
Italian Legation's Note To China

The Sunday Herald has received information from a reliable source that the Italian Legation in Peking, on being informed of the dastardly murder of Bishop Versiglia, a Salesian priest, Father Carravaria, and three Chinese Sisters, immediately despatched a Note to the Nanking Government through the Foreign Minister, Dr. C. T. Wang, whose reply will be awaited with anxiety and interest.

The outrage has created considerable stir not alone in Salesian Mission circles but throughout all the Roman Catholic Dioceses in Hong Kong and South China. It is expected that appropriate references to the tragic occurrence will be made from the leading Roman Catholic pulpits this morning.

[It appears that Bishop Versiglia, a Salesian priest, Father Carravaria, and three Chinese sisters, five in all, were travelling to Linchow, when at a place called Sulpin they were attacked by bandits, and foully done to death. The outrage took place on Wednesday last.

Yingtak, which is on the North River, about 75 miles above Canton, can be reached by the Canton-Hankow Railway. Linchow is in the North-West corner of Kwangtung, near to the border of Hunan. Sulpin is described as being a point on the overland journey between the two first-named places.]

gistered as Hsu Han-hi, the captured man's name. The explanation was: "That was the name to be used in order to get in touch with them." It was not for him (Mr. Covey) to ask who was meant by "them," and he would remind his Worship that the criminal law did not permit of any surmise, everything had to be proved.

Personally, he had wanted and waited for that proof as to how Cheung had that information. Was it by messenger, was it by letter, or by telegram? If so, who was the messenger, and by whom was the letter or telegram sent? Certainly not by either of the accused, or, he felt sure, the Police would have brought that evidence in.

(Continued on Page 15.)

THE ENGLISH CUP
Sixth Round
Aston Villa 1 Huddersfield 2
West Ham 0 Arsenal 3
Notts Forest 2 Wednesday 2
Newcastle 1 Hull 1

THE SCOTTISH CUP
Fourth Round
Dundee 2 Hearts 2
Partick 3 Falkirk 1
Rangers 3 Montrose 0
St. Mirren 3 Hamilton 4

BALDWIN TO SPEAK
On Present Political Situation
CONSERVATIVE PROGRAMME

Rugby, Yesterday.
Mr. Stanley Baldwin, the Conservative ex-Premier, will on Tuesday address the Council of the National Union of Conservative Associations. He is expected to make an important speech dealing with the present political situation, particularly as this has been affected by the formation of the

LLOYD GEORGE
May Resign Liberal Leadership
SEQUEL TO DEFEAT

Rugby, Yesterday.
The Liberal organ, the Daily News, says that it has reason to believe that Mr. David Lloyd George, in consequence of the de-



Things That Matter
To-day's Diary

Quinquagesima Sunday.
Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre—"Marianne".

Star Theatre—"Casanova".

World Theatre—"Peril of the Jungle," and "Daredevil's Reward" 2.30 p.m. and 7.15 p.m.; "Laugh, Clown, Laugh" 5.15 p.m. and 9.20 p.m.

Majestic Theatre—"The Private Life of Helen of Troy."

Fanling Hunt and Race Club, Hounds Meet, Potts' Bungalow, 3 p.m.

Hockey—Club de Recreio v. K.E.S.F.P.A., 10.30 a.m.

Cricket—University v. Volunteers, Pokfulam, 11 a.m.

Golf—Captain's Cup, Fanling.

Tides—High, 10.54 a.m., and 10.41 p.m.; Low, 4.57 a.m., and 4.27 a.m.

Home Malls

Monday—Outward for Europe via Victoria, B.C. (President Madison).

The Weather

Local forecast: East or variable winds; moderate; generally fair.

Anti-cyclones are central to the N.N.W. of Korea and over S.W. Japan. The depression over the Yangtze Valley is moving eastward.

The Dollar

Yesterday's closing rate for the dollar on demand was 1/5-13/10.

feat of the Liberal amendment to the Government's Coal Miners Bill last Thursday, is considering tendering his resignation of the leadership of the Liberal Party. He was yesterday in consultation with the leading members of the party.

On the Liberal amendment to the Coal Miners Bill four Liberal members voted with the Government and against their own party, while eight others abstained from voting either way. The amendment was defeated by only nine votes.

There is great interest shown in the Party meeting to be held on Tuesday, when this matter will be considered.

In any case it appears that the action of those Liberals who took a line opposed to the party decision is bound to have considerable repercussions.—British Wireless Service.

WAR CLOUDS BURST
Shansi Centre of Anti-Nanking Activities
FENG AND YEN COMBINE
Heavy Fighting Reported on the Shantung Border

Peking, Last Night.
Taiyuanfu, the capital of Shansi, is now the centre of anti-Nanking activities. Feng Yu-hsiang, since his arrival there, has been frequently in conference with Yen Hsi-shan. Perhaps their military headquarters will be established there to direct operations. But a number of Kuomintang and Shansi leaders are urging that a "Provincial Central Government" should be established at Peking with Yen and Feng as Commander-in-Chief and Vice-Commander-in-Chief respectively.

Situation Very Critical
The situation along the Tientsin-Pukow Railway is very critical. The through traffic on the Railway has been suspended. It is believed that heavy fighting is going on at the Western Shantung border.

Shantung Province is now in a state of turmoil. General Chan Tai-yuen, the Military Governor of that Province, who is still loyal to Nanking, is faced with the difficulty of dealing with the overwhelming number of rebellious troops who are encouraged and supported by Yen Hsi-shan to plot against his master.—(From a Special Correspondent.)

Normally Tranquil
Nanking, Last Night.
General Chen Tiao-yuan, Chairman of Shantung, has wired to Nanking that Tsaochuang is normally tranquil, but two divisions of Shansi troops continue to push on to Tsaochow and Hotsak, west of Shantung.

General Chen has also wired to General Yen Hsi-shan, expressing surprise in learning of the invasion of Shantung territory by Shansi forces and requesting him to withdraw his forces immediately.

The Central Propaganda Department at Nanking issued on February 28 a circular telegram to the effect that the propaganda organs at Tientsin and Peking had been taken over by Yen Hsi-shan for the publication of counter-revolutionary matters.

Railway Suspended
Shanghai, Last Night.
Over 400,000 National troops have been concentrated along the Ping-Han, Tain-Pu and Lung-Hai Lines to await further instructions.

The detention of rolling stock by Yen's troops at Shih-chia-chuang has caused the suspension of railway service in the southern section of the Ping-Han Line.

The Shansi troops stationed at Changteh and Taming are acting under instructions to move into Honan and those at Chuangchow and Tachow to the Yellow River.—Canton News Agency.

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Assets, Frs. 102,000,000.00

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Calcutta, Hong Kong, Canton

Canton, Hong Kong, Canton

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COMMERCE & FINANCE

LOCAL SHARES

Benjamin and Potts' Weekly Report

Business in the local market has, during the past week, been interrupted by the Annual Races, but on the whole a fair demand for shares continues to be met with, and prices, with few exceptions, have been well maintained.

Banks.—Sales have taken place of Hong Kong and Shanghai Banks at \$1,345/1,350 ex the Final dividend of \$4 (at Ex. 1/7½=\$49.23) just paid. The London price is unchanged.

Marine and Fire Insurance.—Union have fluctuated between \$378 and \$380 with further enquiries at the latter rate. There are buyers of Cantons at \$745, China Fires at \$340 and Hong Kong Fires at \$880. China Underwriters, with a Call of \$1 payable in May, continue neglected at \$1.70.

Shipping.—Hong Kong, Canton and Macao Steamships have recovered to a buying quotation of \$26, with sales reported at \$26½. A further improvement is to be noted in Waterboats which are now in demand at \$25½. Douglas Steamships are to be had at \$25½. Shell Transports have receded to \$3.76.

Docks, Wharves and Godowns.—Kowloon Wharves are quiet, but steady at \$154. Whampoa Docks have buyers at \$32. China Providents are saleable at \$5.30. Hongkong Wharves at \$15. 190 and New Engineering at \$15. 7.80 can be placed at quotations. Shanghai Docks are wanted in the North at \$15. 125.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels continue an active counter with business done at \$12½. Hong Kong Lands were realised again at \$65, but closed with sellers at \$64½. Humphreys' Estate can be placed at \$14. Realities have further declined to \$3.30. Shanghai Lands have appreciated to \$15. 220.

Public Utilities.—Hong Kong Electric was dealt in at the outset at \$70½, but subsequently receded to \$69½ at which figure they are in demand. Hong Kong Trams are a shade better with sales reported at \$19.80. Star Ferries have eased off to \$67½. China Lights (Old) are asked for at \$19.20.

Miscellaneous.—Green Island Cements (Combined) have shown a firmer tone and were negotiated up to \$15. Hong Kong Ropes are obtainable at \$7.85. Benguet has remained steady at \$5.24. Rubus continue in request at \$46.123.63.

\$14½ with little stock offering. Amusements were taken off the market at \$23½. Ewos, after coming to business at \$14. 16.40, close slightly easier with buyers at \$14. 10, and no shares offering at this figure. Shanghai Cottons (Old) have buyers at \$14. 83. Rubbers.—The following are the latest cable quotations received from Shanghai:—

Buyers	Price
Anglo-Javan	..... \$14.80
Anglo-Dutch	..... 4.25
Bata Anams	..... .75
Chemors	..... 1.40
Consolidated	..... 3.40
Kroonwoks	..... 2.00
Rapahs	..... 1.40
Tanah Merahs	..... 1.25
Telongs	..... 2.35
Ziangbes	..... 7.30

COMPANY REPORT

Union Waterboat Co., Limited

The following report will be presented to the shareholders at the Twenty-fifth Ordinary Annual Meeting to be held at the Company's Offices on Monday, March 10, at 11 a.m.:

The General Managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to December 31, 1929.

The profit for the year, including balance brought forward from last account and after adding to Reserve Fund \$14,000, amounts to \$46,123.63, which the Consulting Committee recommend applying as follows:

To pay a dividend of \$1.25 per share on 27,723 shares which will absorb \$34,653.75
 To pay a bonus of 25 cents 6,930.75
 Carry forward to 1930 .. 4,539.13

Consulting Committee:—Since last meeting Messrs. A. L. Shields and L. J. Davies have resigned, and Messrs. R. G. Shewan and C. G. S. Macle have been invited to join the Committee.

These appointments require confirmation at this meeting.

Auditors:—The accounts under review have been audited by Messrs. Linstead and Davis, chartered accountants, who retire and, being eligible, offer themselves for re-election.

The total output of the Kailan Mining Administration's mines for the week ended February 15 amounted to 33,135 tons, and the sales during the period to 91,247 tons.

COMPANY MEETING

The Bank of East Asia, Limited

SUCCESSFUL YEAR

The eleventh ordinary yearly meeting of the Bank of East Asia, Ltd., was held on February 27.

The Hon. Sir Shou-son Chow presided, and there were present Messrs. Wong Yun-tong, Li Koon-chun, Wong Chiu-son, Chan Ching-shak, P. K. Kwok, Fung Ping-shan (Directors) and many others.

Satisfactory Profit

After the notice convening the meeting had been read by the Chief Manager, the Chairman said:—Gentlemen, the report and statement of accounts for the year ended December 31, 1929, together with the Auditors' report, having been in your hands for some time I will, with your permission, take them as read.

The result of the year's working, including \$401,749.74 brought forward from the previous year, shows a net profit of \$1,192,927.32 which, I think you will agree with me, is quite satisfactory.

You will observe from the balance sheet before you, that the grand total of our assets and liabilities stands at over \$11,000,000 showing an increase of about \$11,000,000 over that of the previous year and indicating the progress made by the Bank during the year under review and the confidence of the public in its management. The increase is mainly to be found under the head of deposits which I am glad to be able to say show steady growth both here and at all our branches.

In keeping with the general expansion of our Bank's business, there is an increase of about \$1,700,000 in our loan account, while the amount of the bills held by us at the end of the year is about \$1,000,000 higher than that of last year.

We have written off a sum of \$15,799.85 from Bank premises and, in addition to the usual depreciation on furniture and fixtures which include our fine installation of safe deposit boxes in Hong Kong, Shanghai and Kowloon, the Directors are seeking your authority to-day to write off a further sum of \$21,256.54. This account will then stand in our books at the nominal sum of \$1.

General Reserve

The Directors feel no doubt that you will endorse their policy in transferring the sum of \$250,000 to General Reserve thus bringing that account to a total of \$1,750,000.

The total amount of cash available together with the amount of bullion in transit represents over 70 per cent. of our liabilities on current and deposit accounts.

The Directors' recommendation of a dividend of \$6 and a bonus of \$2 making a total distribution of \$8 per share is the same as last year.

HONG KONG STOCK EXCHANGE

HIGHEST AND LOWEST QUOTATIONS

(Figures from Ellis & Edgar Monthly-booklet).

	Year 1929		1930.	
	Highest	Lowest	Highest	Lowest
Hong Kong Banks ..	1,385	1,200	1,330	1,290
Bank of East Asia ..	100	94	96	95
Canton Insurance ..	700	630	715	695
Union Insurance ..	390	319	382	364
China Underwriters ..	2½	1.80	2.05	1½
China Fire Insurance ..	310	280	340	315
H.K. Fire Insurance ..	325	275	326	316
Douglases ..	38½	25	25½	25½
H.K. Steamboats ..	29½	23½	27½	27½
Indo-Chinas—Pref. ..	52½	37	46	43
do. —Def. ..	92	70	70	70
Union Waterboats ..	24½	22	23½	22½
H.K. & W. Wharves ..	149	120	147½	148
H.K. & W. Docks ..	11	32	32½	30½
China Providents ..	5½	3.50	5.65	5½
H.K. & S. Hotels ..	12	8¼	12.50	11½
H.K. Lands ..	38½	69	65	65
Humphreys ..	15½	13	14½	14
H.K. Realities ..	1.35	7.40	9.10	8½
H.K. Trams ..	21½	18	19.30	18.40
Peak Trams (Old) ..	13	11½	11½	11½
do. (New) ..	6.55	6.05	6.05	6.05
Star Ferries ..	74½	64	72½	70
China Lights ..	19	12	23.60	18.90
H.K. Electrics ..	37½	54½	72½	67½
Telephones ..	3.40	6.60	9.65	8.40
Canton Ices ..	1½	1½	2½	2½
Cements (Combined) ..	14½	7.85	15.60	14½
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Lane, Crawford ..	1.65	1.65	2½	2½
Wm. Powells ..	1.1½	25	27½	27½
H.K. Amusements ..	1.65	0.95	1.30	1.30
Ewo Cottons ..	T. 23.10	12½	17	15
Shai Cottons (Old) ..	T. 104	65½	85	82
do. (New) ..	T. 76	30	64	64
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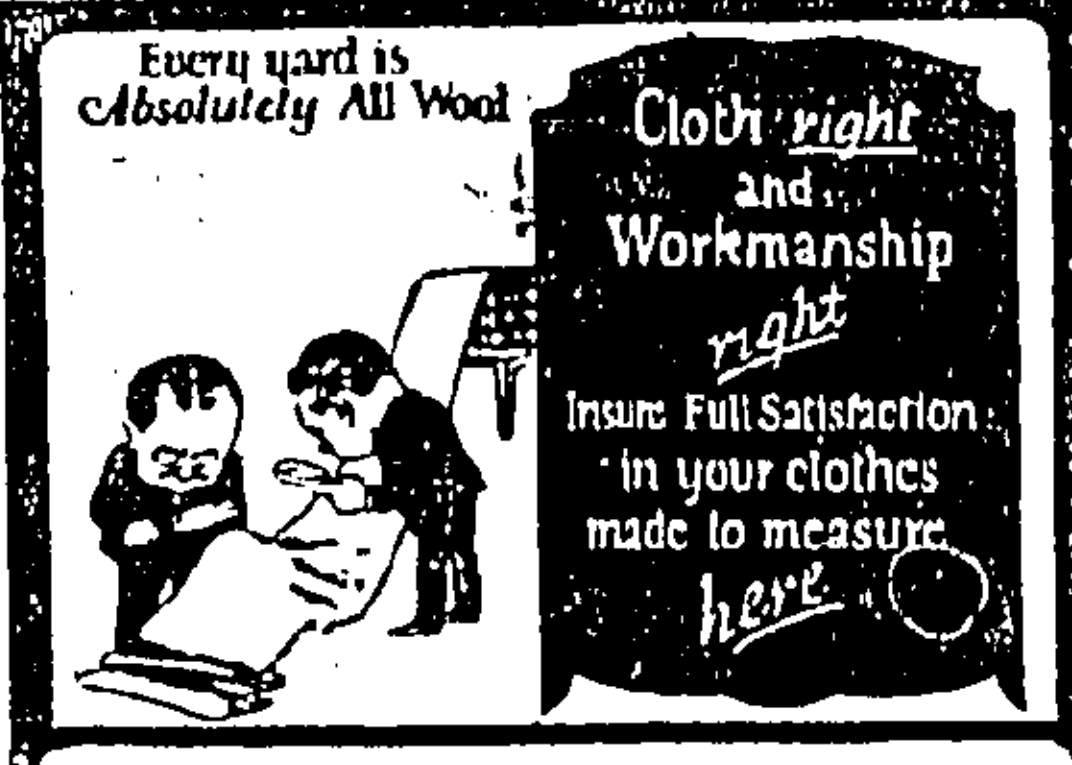
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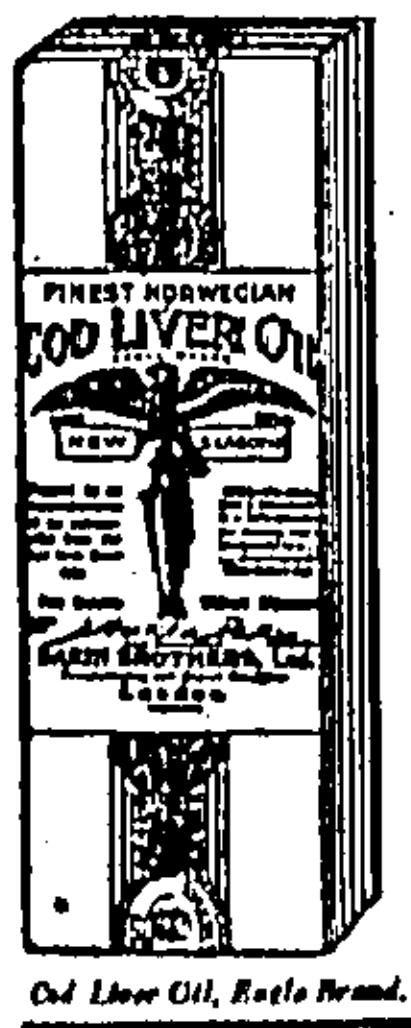
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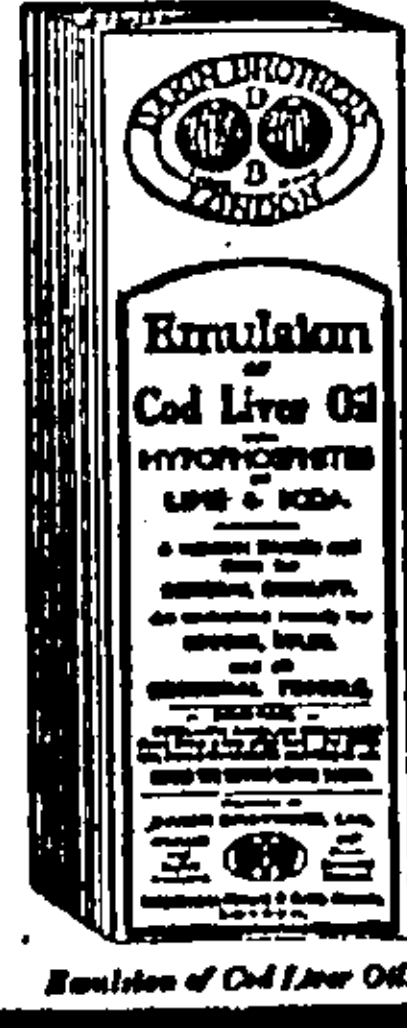
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HOME SPORT

FOOTBALL

Serious Allegations Against a Club

The report of the Joint Commission of the London and Essex County Football Associations, to inquire into and deal with matters affecting the Dagenham Town F.C. has been issued.

The Commission had to investigate an allegation that the club had paid to an amateur player, J. Bancroft, two shillings per week for four weeks in excess of his actual expenses, and a further allegation that, in connection with their Cup-tie against Brentford and Watley, gate tickets had been issued for which no return was made to the visiting club.

Two meetings were held, and the Commission, after hearing evidence from the interested parties, issued the following report of their decisions:—

(1) That the statement in writing made by J. Bancroft that he had been paid sums by the Dagenham Town F.C. in excess of his actual expenses was obtained under duress.

(2) That the Commission accepted the player's evidence that the statement was dictated to him by J. G. Read, and is false.

(3) That J. G. Read be not permitted to take part in any football management.

(4) That E. Watkinson be severely censured for failing to report an alleged offence against the Amateur Rules.

(5) That the allegation against the Dagenham Club that tickets were issued for which no account was rendered is "not proven."

(6) The Commission made no order as to expenses.

Football "Benefits"

The directors of Tottenham Hotspur have decided to award benefits to Dimmock, Lindsay, Smith, Forster and Skitt. With the exception of Skitt, all the players have had a previous benefit from the club, and it will be remembered that last season A. Grimdell had his third benefit.

The sum each player will receive has not yet been settled, as it must be approved by the League, and will depend upon the number of appearances they have made in the first team and reserve team respectively. A few years ago seven of the Tottenham players were given a benefit in the same season.

Cup Final Tickets

A decision of the Football Association Council to make a complete change in the arrangements for disposing of tickets for the Cup-final at Wembley Stadium on April 26 has been made known.

Sir Frederick J. Wall, secretary of the F.A., stated that the Association this year will take 75 per cent. of the tickets for Clubs and Associations in membership, which means that no more than 23,000 odd tickets will be available through the Stadium authorities and the ticket agencies.

Instead of sending applications to Wembley Stadium, supporters of Clubs will apply to their local League Clubs, and it is understood that special arrangements will be made to ensure that the needs of followers of the Cup finalists will be satisfactorily met.

Spurs' New Manager

Football finances are painfully low at the moment, and some of the second and third division clubs in the Football League are issuing distress signals and adopting other methods for avoiding the worst at the end of the season.

Tottenham Hotspur, once the idol of the London soccer public, is a glaring example of this. Since their descent to the second division, they have found, that although their expenses are necessarily curtailed slightly, their gate receipts have also been curtailed; but great hopes of a revival are entertained now that a new manager with new ideas, has been introduced.

Confident of Success

The Spurs' new manager is Mr. Percy Smith, who comes from the management of Bury F.C. He was until 1920, a prominent half-back, and his efforts for Blackburn Rovers helped that famous club considerably.

He is most confident that the Spurs will soon be restored to

the position they earned for themselves in the hearts of football fans.

"There may not be instant success," he said immediately after his appointment, "but, sooner or later, success must come if the building up is done on the right foundations."

Mr. Smith will not divulge what plan of action he intends to adopt, but he says that he has been watching the club for some time, and he feels sure that he knows where the root of the trouble is and how it can be killed.

Bad Times

Tottenham, however, is not the only club in distress, and certain of the first class Welsh clubs are among the worst affected. Nor does their position improve as the season progresses; indeed, it is getting more serious.

Merthyr Town are complaining almost all the time about the lack of support which is given them. The chairman of the club blames even the business men of the town for their absence of support financially and in other ways.

Newport County, another of the Football League clubs in Wales, are in the same predicament, although they are keeping more quiet and not airing their grievances to all and sundry. Each of these teams is in the third division, and if they sink low enough in the table, it will rest with the F.A. whether they are re-elected to the League.

RUGBY FOOTBALL

At the inquest at Nottingham on Thomas Cecil Barber, the Old Etonian and Notts Rugby player, who was killed as the result of his car crashing into a dray proceeding in the same direction, it was stated there was no rear light on the dray, but a reflector. A verdict of "Accidental death" was returned.

Scot's Thrilling Recovery

A fuller account of the international Rugby match at Murrayfield between Scotland and Wales has just been received.

After being one point throughout the second half, Scotland snatched a victory in the closing stages when Waddell dropped a brilliant goal.

Wales crossed over leading by 9 points to 8 points, Graham Jones dropping a goal and also scoring a try which Ivor Jones converted, while Simmers got two tries for Scotland, one of which Waters converted.

Scotland were penned in their own area for the first twenty minutes of the game, but actually Simmers' first try was the initial score, obtained during Scotland's first incursion in Welsh territory.

In the second half the Scottish backs indulged in some clever passing and incisive running and they sustained the attack at the start.

Macpherson was brilliant but erratic and spoilt several good movements by weak passing at a critical moment.

The Welsh forwards were baulked on line by Macintosh, who dribbled back to lead a Scots attack.

At this stage Hart and Powell were hurt and were passengers for the rest of the game. Scotland seemed to have shot their bolt, as Wales persistently pressed, but they were finally sent back by a penalty taken by Waters.

The Scots then made an heroic rush led by Agnew, which forced Wales to kick over their own line.

From the ensuing scrum, Waddell dropped a great goal two minutes from time. Result:—Scotland:—1 goal, 1 dropped goal, 1 try (12 points). Wales:—1 place goal, 1 drop goal (9 points).

BILLIARDS

Visitors' Good Influence

It is worthy of note, too, that the thousand points break disease is contagious. Not long ago, such an event was very rare in Britain, but to-day, one is disappointed, almost hurt, if none of the players obliges on a particular day.

Clark McConachy, the New Zealand champion has shown on more than one occasion how that feat done by New Zealanders, while Tom Newman, the former British champion, added his con-

RACING

Sir W. Gilbey On Centralisation

Sir Walter Gilbey, Bart., the well-known racehorse owner, wrote the following letter to the hon. secretary of the Racing Protection Branch of the National Workmen's Constitutional Council respecting the suggested centralisation of racing to big centres:—

"In reply to your letter inviting an expression of my views upon the concentration of racing, the only opinion I have upon the same is that unless the result of the totalisator brings in considerable sums to the funds of various racecourses, especially the smaller ones, it will of necessity compel the amalgamation of some of them through financial causes."

"I believe that some of the racecourses have great difficulty in existing, and it is obvious that it will be some few years before any serious action would be taken as regards concentration of courses to any important extent."

"Of course, should such a proceeding eventuate, manifestly, to my mind, a spot would be chosen in the various districts to meet the convenience of the local population. I think there are possibly too many race meetings during the year which clash with one another."

The Lincoln and National

While no official market has been formed on the Lincolnshire and Grand National, London and provincial layers have been operating on L'Odeon, Slipper and Swift Marten for the Lincolnshire.

The two first-named are French entries. L'Odeon ran thrice last season, but failed to secure a place.

Bookmakers consider Easter Hero to be a prominent favourite for the Grand National, with Sandyhook as second favourite. It is possible at present to place small amounts at ten to one against Easter Hero.

Four Grand National candidates were included in the Burston Double Handicap "Chase at Lingfield, over three miles, and three of them were placed, Kingsford at 7 to 1 against being first, alike at 4 to 1 against being second and Glangesla at 3 to 1 against being third. The other Grand National horse, Lordi, was favourite at 11 to 4 against.

Slipper, one of the Lincoln horses that is already receiving attention, belongs to Capt. J. D. Cohn, whose horse Sir Gallahad III. won the race in 1924.

Dick Dawson, the Whatecombe trainer, whose stable narrowly missed winning the race in 1926, when Zionist was second and again last year when Athford just failed, has Lephare and Portraitist in the race, which on "the owners and trainers for courses" theory should receive attention.

Other entrants which would appear to demand consideration on the same theory include Yosemite (Lord Derby), Vatout, Slipper and Charles Quint (Captain Cohn), Polar Bear (Mrs. J. B. Joel) and Knight of the Grail and Porthole (Mr. Sol. Joel).

tribution recently with a break of 1,455 in his match against Inman.

Possibly, there is something in the suggestion that the visitors are having a good influence on our players. Certainly, Newman is dispelling the belief which some people have held that his billiards is getting rusty, and that it is time he gave way to a few of the younger players.

19,781 Points in a Week
Willie Leigh proved no match for Lindrum in their week's game at Sheffield, in spite of a start of 7,000 points. At the conclusion the Australian won by the very wide margin of 9,701 points.

Lindrum went steadily ahead in the penultimate session with breaks of 241, 297, 468, 378, and 302 (unfinished), as against 83, 40, and 37 (twice) by his young opponent. Interval scores:—Lindrum (in play) 13,110; Leigh (rec. 7,000) 9,520. The play in the last phase was just one-sided. Lindrum scored 1,600 and Leigh only 160, the former having innings of 221 (full), 191, 486, 197, and 560, and Leigh 40 and 25. Final scores:—Lindrum 19,781; Leigh (rec. 7,000), 10,080.



2 merry thriving babies

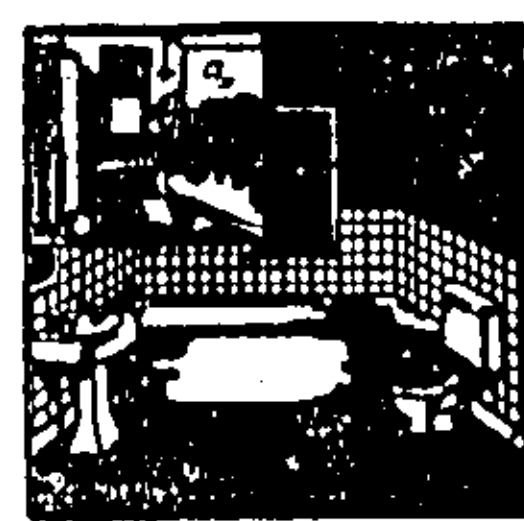
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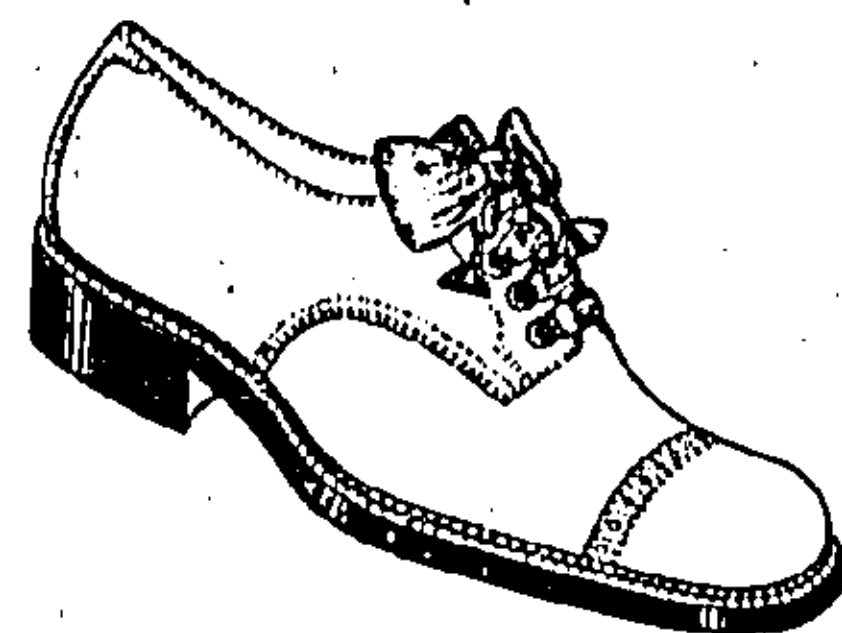
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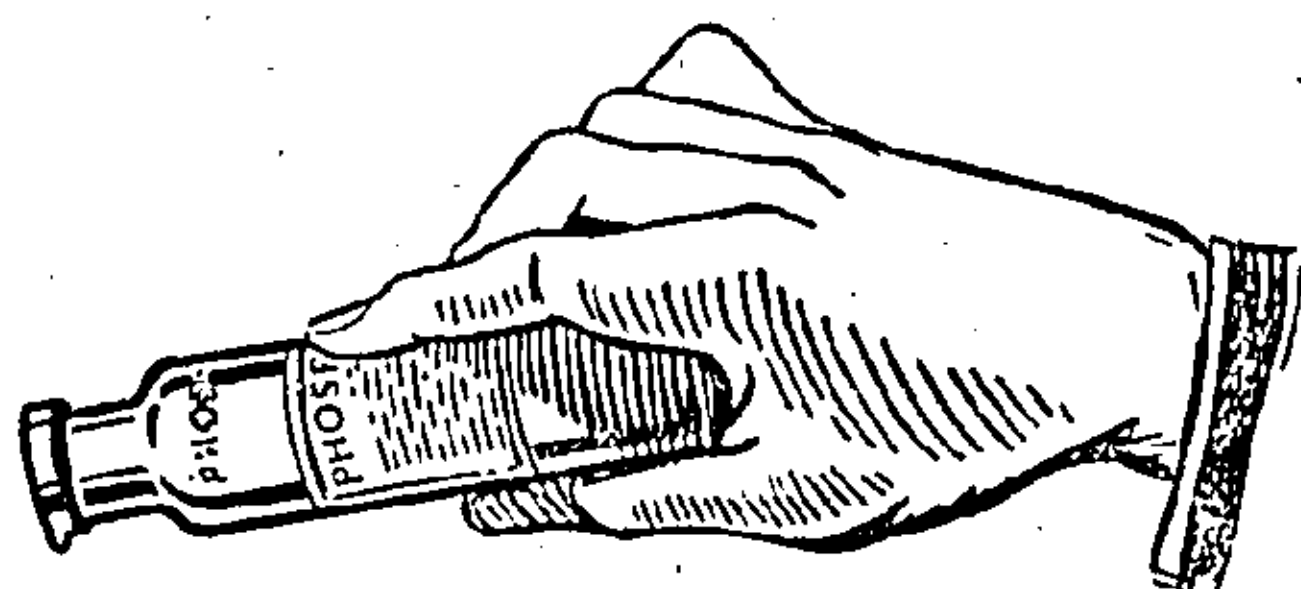


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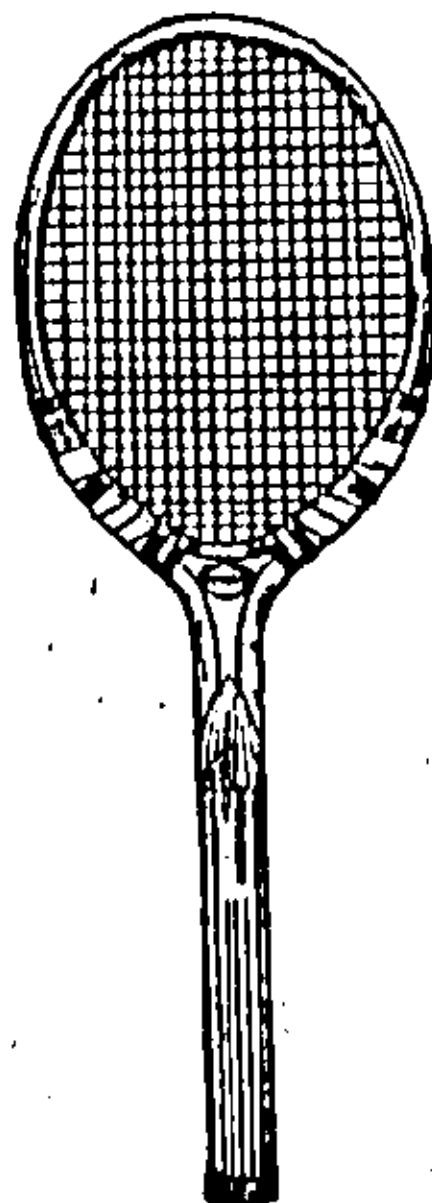
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LEAGUE FOOTBALL

Somerset's Lose Valuable Point

PLAYER ORDERED OFF

"Gunners" Defeat Kowloon by Odd Goal in Five

In the Somersets versus South China encounter Butcher missed a spot kick which brought in its wake the loss of a very valuable point. The main feature of this contest was the clever display of goalkeeping by Hall and Pau Ka-ping, but it was marred by a South China player being ordered to the dressing room and a "Sets" player being cautioned.

The "Gunners" overcame their opponents by the odd goal in five, thus gaining all four points from Kowloon in their two meetings.

The Athletic gave a convincing display against the Police and left the field at the Stadium the victors by four goals to two.

No goals were scored in the Club versus Chinese "B" fixture, while the South China "A" enjoyed a runaway victory over the R.A.M.C. to the tune of seven goals to one. A penalty goal carried the points for the Somersets against Eastern, and South China "B" romped home by four clear goals over St. Joseph's.

RESULTS AT A GLANCE

Division I.	1 South China	1 Eastern	0 Somersets	1
Athletic	4 Police	2 Club	0 Chinese "B"	0
R.A.	3 Kowloon	2 S. China "A"	1 S. China "B"	4 St. Joseph's

LEAGUE TABLES TO DATE

Division I.	P.	W.	D.	L.	F.	A.	Pts.
K.O.S.B.	29	11	6	3	45	21	28
Royal Navy	17	10	6	2	36	20	25
Athletic	16	11	2	3	37	15	24
Somersets	14	9	2	3	34	10	20
South China	15	8	3	4	26	12	19
R.A.	18	9	1	8	28	28	19
Kowloon	15	9	3	6	30	23	15
Club	15	2	4	9	18	32	8
St. Joseph's	10	3	0	13	14	56	6
Recreo	13	2	1	10	14	38	5
Police	15	2	1	12	16	43	5

Division I

SOMERSETS v. SOUTH CHINA

On the Railway ground at Kowloon Mr. W. E. Hollands lined up the following players:—

Somersets: Hull, Huish, Hayward; Troth, Mead, Harris; Rayson, Knapp, Earley, Bowley-Bull and Butcher.

South China: Pau Ka-ping; Li Tin-sang; Lau Mau; Leung Yung-tak; Wong Mee-shun; Leung Wing-tak; Lee Tin-sung; Liu Hin; Chu Kwok-sun; Pau Ka-chuen; Pau Ka-in and Ip Pak-wa.

A Vigorous Opening

The Somersets won the toss and called upon their opponents to face the sun. From the place-kick South China went straight to the attack for Liu Hin to send in a good centre which Hall punched clear. The ball was returned giving the "Sets" defenders difficulty but relief came at the expense of a corner, the flag kick being put tamely behind.

The "Sets" then drove their opponents back and were awarded a free kick from two yards outside the penalty area, but Pau Ka-ping saved the awkward drive sent in and cleared. In the next minute Mead sent in a fast drive but Pau Ka-ping cleared.

From a throw-in Knapp kicked into the goalmouth for Pau again to bar success, but he failed to clear and Earley, who gained possession, drove over the bar.

The Chinese then had a period of attacking, but they were subdued by Huish and Hayward. Midfield play was the order for the next few minutes and South China's front line gained ground; their run was spoiled, however, the shot being put behind.

"Sets" Attack Continued
At the other end, Earley made another effort but Pau was there. Continuing the attack, the "Sets" forced a corner; nothing materialised from the flag kick. Hall was then tested by Wong Mee-shun and in the next minute Liu Hin put in a good centre for Hall to gather well and clear.

From a breakaway the Soldiers threatened, but had to be content with a corner which was cleared. A thrilling piece of play then followed, Rayson centring across the goal mouth for Earley to miss. Butcher returned the shot to Earley, whose terrific drive was cleverly saved by Pau Ka-ping.

For the remainder of the first half repeated attacks came from the Somersets but Pau Ka-ping was in form and stopped all shots, until the "Sets" were awarded a penalty. Bowley-Bull took the spot kick but found Pau impossible to beat, the keeper neatly tipping the high drive over the bar, thus clearing the corner.

Player Ordered Off

Leung Yin-chan was then ordered to the dressing room and from the free kick offside robbed the "Sets" of a goal. Butcher then came under the ban of the Referee and was cautioned, and from the free kick Hall cleared. Pau Ka-ping made further saves and the interval arrived without any score.

Half-time: Somersets 0, South China 0.

After the resumption midfield play was the order, with both sides struggling to gain the upper hand. The "Sets" eventually made a good forward movement for Knapp to open the scoring after splendid combined display.

The reverse put South China on their mettle and, following a dangerous rush, Hayward miskicked for Pau Ka-

chuen to gain possession and shoot, but Hall effected a splendid save. In the next minute Hall was again tested by Wong Mee-shun.

At the other end Rayson flashed the ball across the goal mouth for Butcher to put behind. The "Sets" ruined a good scoring chance by Earley being offside.

The Closing Stages

End-to-end play followed with the advantage of the exchanges with the Somersets, but they could not get the ball past Pau Ka-ping. The Chinese took up the running for Pau Ka-chuen to put over the bar, and a little later South China equalised by the aid of Wong Mee-shun.

In the closing stages the "Sets" went all out to gain the lead but the final whistle sounded without further scoring. The Soldiers had lost a valuable point. The main feature of this encounter was the great display of both goalkeepers, Pau Ka-ping being the outstanding player of the two.

Result: Somersets 1, South China 1.

ATHLETIC v. POLICE

On the Stadium ground at North Point L.S.B.A. Atkinson lined up the following players:—
Athletic: Chan Sik-pui; Lum Yuk-ying; Lai Yuk-tat; Leung Yuk-tong; Wong Shui-wah; Ho Choi-yin; Tao Kwai-shing; Ho Ka-keung; Wong Pak-chung; Suen Kam-shun and Chan Kwong-lu.

Police: Clarke, Howarth, Williams; Johnson, Orme, Bentley; Gowan, McGrenvy, Frazer, Clarke and Talbot.

Athletic Start Well

The Police won the toss and elected to play with the sun at their backs. In the early stages Chan Kwong-lu missed a good scoring chance when he was well placed. By a good combined movement on the right the Police advanced, but the effort went to waste by Frazer being offside.

The Chinese then forced matters and, to get out of difficulties, Howarth conceded a corner, but Tao Kwai-shing's flag kick went behind. Wong Pak-chung tried a long shot but found Clarke safe and in the next minute Clarke was forced to put behind. Ho Ka-keung headed the flag kick wide.

Hands against Johnson gave the Athletic a penalty and Ho Choi-yin made no mistake with the spot kick to open the scoring. From the place kick the Athletic again got through, but the thrust was spoiled by Ho Ka-keung being offside.

Good Chance Missed

Continuing the pressure Ho Ka-keung gained possession, though he missed a good scoring chance by shooting wide.

The Police broke away for McGrenvy to crown a particularly good effort by finding the net from a rebound off the cross-bar.

Just before the interval Howarth called a halt to Tao Kwai-shing, who was on a dangerous run.

Half-time: Athletic 1, Police 1.

A Lost Opportunity

In the opening minute after the resumption the Athletic should have regained the lead. Clarke

left his citadel to miss the ball, which struck the upright and rebounded into play with none of the Chinese forwards near enough to snap up the chance.

Howarth played a sound game at right back and repeatedly stopped dangerous raids. Suen Kam-shun next had hard luck by shooting into the side of the net with a fast low drive.

Over-egerness on the part of the Chinese spoiled several good chances by being offside, until Suen Kam-shun snapped up Tao Kwai-shing's pass to find the net well out of Clarke's reach.

From a free kick Leung Yuk-tong placed the ball in the goal mouth for Clarke to effect a splendid save. The ball landed at the feet of Suen Kam-shun, who sent in a terrific drive that beat Clarke all the way. Tao Kwai-shing, after getting round two opponents, scored a delightful goal. The Police went to the attack and McGrenvy headed into the net from Chan's pass. Time arrived with the Athletic well worthy of their victory.

Result: Athletic 4, Police 2.

R.A. v. KOWLOON

Played on the Military ground at Sookumpoo. Mr. T. G. Stokes lined up the following teams:—
R.A.: Fletcher; Searle, Frazer; Watson, Ward, Gardner; Rodgers, Allen, Gill, Moore, Walker.

Kowloon: Hawk; Guest, Pile; Nichols, Downman, Dunnett; Pile, Hendley, Cotton, Miles, Eastman.

Gunners Repeat Success
The Gunners repeated their success of November, by beating their opponents by the odd goal in five. Gill had a day out and scored his side's three goals.

Kowloon were not at full strength and lacked finish, but Nichols, at right half, played a sound game and kept Walker well under control.

Mid-way through the first session Gill, gaining possession outside the penalty area, sent in a fast shot which was deflected into the net off Guest.

Some good exchanges followed and Cotton tested Fletcher with a high lob, but the goalkeeper cleared well. Kowloon then forced two fruitless corners, and continued to press, but Pile's centre was sent high over by Miles.

The Gunners transferred play and Gill, gaining possession, sent in a strong drive from 25 yards which gave Hawk no chance.

Half-time: R.A., 2; Kowloon, 0.

Kowloon Aggressive

After the interval Kowloon were very aggressive and from a nice centre by Hendley, Miles opened Kowloon's account. They continued to press and from a corner on the right Cotton just missed. Fletcher was now kept busy and cleared a number of good shots, but was eventually beaten by Pile with a nice low drive, well out of the goalkeeper's reach.

The Gunners now took up the running and after some neat close passing, Gill scored his hat trick when he beat Hawk with a fast drive. The Gunners continued to attack and a good shot from Rodgers was put over by Hawk. From the corner Moore's shot went just over.

Good Chances Missed

Kowloon returned to the attack, but good scoring chances were missed by Cotton and Eastman. The Gunners returned and Hawk was kept busy. Gill just missed with a clever shot. Both Watson and Allen went close. Offside against Moore relieved and Kowloon returned, but the Gunners' defence was very safe and the final whistle sounded with them on top.

Result: R.A., 3; Kowloon, 2.

Division II

EASTERN v. SOMERSETS

Played on the Athletic ground, Happy Valley. Referee L. S. B. A. Mann lined up the following teams:—

Eastern: Silva; Lau Ching-yan, Lai Ting-choy; Ng Ying-kay, Cheung Yul-lam, Fung Yul-wai; Lee Bing-tong, Leonard, Sallee, Moosa, Sabhan.

Somersets: Verrier; Groom, Fothergill; Carnellus, Latham, Legg; Palmer, Guest, Denmead, Laysham, Evelt.

An Even Game

After a fairly even game the Somersets, by virtue of a penalty, carried off both points. Eastern pressed, and after some good play by Leonard, his parting shot went just over.

The Somersets transferred and good play by Evelt placed Denmead in a nice position, but his shot was well saved by Silva. Evelt was playing well on the left, though his good centres were not taken advantage of and half time arrived with a blank score sheet.

Half-time: Eastern, 0; Somersets, 0.

Fruitless Corner

On resuming Eastern forced a fruitless corner. The Somersets returned and, during a melee in the goal area, Lai Ting-choy handled, Logg making no mistake with the spot kick. The Sets continued and a centre by Palmer was misjudged by Silva, but Denmead did not take

advantage of the opportunity, his shot going over the bar. The Somersets continued to have most of the play although no further scoring took place.

Result: Eastern, 0; Somersets, 1.

CLUB v. CHINESE "B"

Corporal Martin lined up the following eleven on the Club ground at Happy Valley:—

Club: Stirling; Sloan, Hynes; Hooper, Punchoon, Ralton; Pankhurst, Stoker, Peers, Smith and Thompson.

Chinese "B": Fong Hing-tong; Tung Kong-wing, Tang Ching-pak; Wong Fung-lung, Ng Hung, Cheong Kau-sung; Chui Shui-ting, Shu King-chong, Shu Ting-lai, Chow Kong-hong, Chow Hing-ting.

Club Attack Early

The Club won the spin of the coin but gave their opponents the advantage of the sun at their backs. The home side were the first to settle down and were early to the attack, soon having Tang Ching-pak in difficulties. The Club's front failed to drive home the advantage caused by Tang badly miskicking.

With the "B" side getting to work ding-dong play was the order for a time until the Chinese line advanced, but Hynes intercepted a good pass to Chui Shui-ting in time to avert danger. The Club put on pressure but were well held for a time. Two corners were conceded to them, the first flag kick being put behind by Tung Kong-wing, a scrum being the outcome of the second flag kick for Ng Hung to handle when within the area. Punchoon took the spot kick and shot straight at Fong Hing-tong, who cleared.

End to End Play

End to end play then ensued with both sides striving hard to open the scoring, but final efforts at both goals were either weak or wide of the mark. By a good movement between Thompson and Peers and back to Thompson again a goal was promised but Thompson put wide. Stirling then did well to save a good shot from Ng Hung. Pankhurst made a splendid run down his wing to pass to Peers, and the latter player had hard luck with his curling shot. The interval arrived with a blank score sheet.

Half-time: Club 0, Chinese "B" 0.

After the resumption the Club made thrust after thrust, but Tung Kong-wing and Tang Ching-pak were ready to keep their opponents at bay. With both defences on top neither front line could get within shooting distance until Smith got on the run to shoot wide. It was evident at this stage that no goals were forthcoming, the players showing signs of fatigue after a very keen tussle. The final whistle sounded with the ball in mid-field.

Result: Club 0, Chinese "B" 0.

R.A.M.C. v. SOUTH CHINA "A"

Played on the Military ground, Sookumpoo, South China had most of the play and ran out easy winners.

The Referee, Sgt. Vickery, lined up the following teams:—
R.A.M.C.: Clarke; McLeavy, Newlander, Flynn, Patterson, Roberts; Goodman, Dickens, Tarney, Devlin, Jensen.

South China "A": Chang Kwan; Lam Kong-pook, Lai Kong-hoi; Ip Koon-hong, Tsang King-tee, Tsang Wai-kin; Wong Ki-leung; Mr. Pe-kin, Ip Koon-ning, Chan Yin-tin, Ip Yau-sun.

China Open The Score

South China kicked off against the sun and straight away put up a strong attack. After two minutes Chan Yin-tin opened the scoring. South China continued to press and after Newlands had miskicked Wong Ki-leung added a second.

After some midfield play the South China forwards got going and following some good play, Mr. Pe-kin put his side further ahead. In the next minute the same player added a fourth. The Medicines now transferred play and Jensen reduced the lead with a good shot.

Half-time: R.A.M.C. 1, South China "A" 4.

On resuming, South China attacked and after forcing four successive corners Mr. Pe-kin scored a fifth. In the next minute Mr. Pe-kin put in a good shot, but Goodman kicked clear when the goalkeeper was well beaten. From now until the end South China had all the play and further goals were added by Chan Yin-tin and Ip Koon-ning.

Result: R.A.M.C. 1, S. China "A" 7.

S. CHINA "B" v. ST. JOSEPH'S

Played at Caroline Hill, St. Joseph's fielded only ten players

and were outplayed. Referee Gnr. Bateman lined up the following teams:—

South China "B": Chan Ki-chung; Tu Kan-ping, Chang Tak; Cheung Kwok-chol, Teung Kum-po, Pang Che-sang; Kwok Hon-yah, Au Lee-hang, Li Man-ting, Chu Fook-tu, Tuo Sze-chuen.

St. Joseph's: Omar; Harvey, Souza; Raelix, Marvan; McGrann, Dragon, Gutierrez, Lillaban, Silva.

St. Joseph's Hard Struggle

St. Joseph's kicked off against a slight breeze and immediately made tracks for their opponents' area, but the South China defence beat them back and Li Man-ting, gaining possession, scored with a fast shot which hit Omar before entering the net.

St. Joseph's attacked but Tu Kan-ping cleared and after some pretty passing Au Lee-hang scored a second goal with a beautiful header which had Omar well beaten. St. Joseph's returned to the attack and after some good play by Lillaban, Dragon shot wide. From the goal kick Li Man-ting broke through on his own and gave Omar no chance with a fast shot.

Half-time: South China "B" 3, St. Joseph's 0.

A Good Fight

After some even play in mid-field St. Joseph's pressed, but the South China backs were equal to their attacks and Chan Ki-chung was not troubled with anything that came his way. South China returned to the attack and Chu Fook-tu beat Omar with a low drive.

From now until the end St. Joseph's fought hard but, being a player short, told against them their forwards got moving, but, although beaten by four goals, they put up a good fight.

Result: South China "B" 4, St. Joseph's 0.

EWO v. R.A.

On the St. Joseph's ground at Happy Valley the "nners" and Referee turned out for this fixture, but Ewo's representative arrived on the scene with the information that his club could not field an eleven.

REFEREES ASSOCIATION

The monthly meeting of the above Association will be held in the Council Office of the H.K.F.A. on Thursday at 5.30 p.m. sharp. All interested are cordially invited to attend.

H.K. YACHTING

Results of the Menagerie Race

THREE COMPLETE COURSE

The results of the Menagerie Race for sailing yachts of the Royal Hong Kong Yacht Club, sailed yesterday over a 7.7 miles course from Lyemun Beacon to Channel Rocks were as follows:—
Started 2.45 p.m.
Finished and corrected times:—

Dianna (3) 1.15.04 4.10.56
(Lt. J. A. W. Tophill, R.N.)
Noreen Did not finish
Boojum (1) 4.22.19 4.03.04
(Mr. A. G. Pickering)
Adnan (2) 4.25.15 4.06.00
(Comdr. R. A. S. Hill, R.N., C.B.E.)

GIANT LINER

Formidable Rival to Germans

"EMPRESS OF BRITAIN"

Rugby, Yesterday.

On May 28 Britain's new giant liner, Empress of Britain, built for the Canadian Pacific Company, will be launched on the Clyde. It is stated that she will prove a formidable rival of the German liner Bremen. In any case she will set up a new Atlantic speed record for the journey from Southampton to Quebec will be made in five days or less.

When she is put into service early next year Canada will be brought a day and a half nearer this country. With a tonnage of 45,000, the liner will be 20,000 tons larger than any ship now making the journey on the St. Lawrence River—British Wireless Service.



The new motor launch H.D. 11, which W. S. Bailey & Co., Ltd., have just completed for the Marine Surveyor's Department of the Hong Kong Government.

LOCAL CRICKET

Hong Kong in Line for Championship

CLUB DE RECREIO'S WALK-OVER

Army Teams Go Down in Second Division

Cricket matches in the League yesterday were confined to Division II, the only fixture down for decision in Division I, that between the University and the Civil Service C.C., being postponed.

Club de Recreio received a walk-over from the Royal Army Ordnance Corps and remain at the head of the table. The Hong Kong C.C. 2nd are, however, hot favourites for the championship. They easily accounted for the Royal Army Service Corps and, incidentally, kept their undefeated record intact.

Civil Service 2nd secured the full three points from the University 2nd.

League II

H.K.C.C. 2ND V. R.A.S.C.

On their own ground, the Hong Kong C.C. 2nd XI had matters much their own way against the Royal Army Service Corps, winning by nine wickets.

Bowlers of the home team were in fine form, Divett (5 for 22) being particularly destructive, although Ashworth (3 for 10) returned a better analysis, comparatively. The visitors were dismissed for 47, Collins being top-scorer with 21 to his credit.

Opening for the winners, Armstrong (11) and Dowler passed their opponents' total without being separated. The latter carried his bat for 59. Scores:—

R.A.S.C.		
Maj. Langmaid, b Divett	0	
Lt. Marshall, b Divett	0	
Pte. Fennell, b Divett	0	
Pamplin, c Gahagan, b Ashworth	0	
Collins, b Hutchison	21	
Pte. Fry, b Divett	1	
McNamara, b Ashworth	0	
Cole, b Ashworth	0	
Tavlin, b Divett	7	
Simpson, not out	10	
Mackay, c Gahagan, b Divett	2	
Extras	2	
Total	47	

BOWLING ANALYSIS	O.	M.	R.	W.
Divett	8.3	1	22	6
Ashworth	5	0	10	3
Hutchison	3	0	13	1

H.K.C.C. 2ND XI		
H. J. Armstrong, b Fry	11	
P. H. Dowler, not out	59	
W. W. Mackenzie, c Cole	15	
R. M. Wood, b Fry	4	
C. E. Gahagan, b Fry	7	
J. R. Collis, b Simpson	0	

RACE MEETING CONCLUDES

Siamese Shop Springs Surprise

FIRST DEAD-HEAT

Mr. Heard Tops the Jockeys' List

Yesterday's ideal weather brought out a big crowd to witness the last day of the race meeting at Happy Valley. Although the final day is usually considered an "off-day," it is always interesting in that unexpected upsets in form are not uncommon.

Fields were not large, nevertheless some excellent racing was seen, with the first dead-heat of the meeting when Boxing Eve and President Hall passed the post together in the sixth race, the Hong Kong Handicap "A" Class. Later, in the "Also Ran" Stakes, Pippin and Silver Queen could not be separated for third place.

Dividends were not huge, although Siamese Shop sprang a surprise in the fifth race by coming in third to the tune of \$186.40, the biggest of the day.

MR. HEARD'S BIG DAY

Mr. Heard had a day out, with three wins, a second, and three thirds out of nine starts. This puts him at the top of the winning jockeys' list with 9 firsts, 10 seconds, and 7 thirds. Lieutenant Bulteel, who had only a lone "second" to his credit this morning, came into his own, and rode three winners in a row, his win on Thunderbolt in the eighth race being a really fine bit of riding.

Races were divided fairly evenly amongst the owners, but Mr. John Peel, who "copped" two, brought his total of winners during the meeting to seven, to put him in first place.

The band of the Somerset Light Infantry played selections during the day.

Full results of the racing, pari-mutuel, and a description of the races follow.

1.—The "Hay And Corn" Stakes.—Winner \$400. Second \$150. Third \$100. For Subscription Grimes of any season that have started at least twice at this meeting and have not won. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Five Furlongs.

Mrs. R. M. Austin's Army	158 lbs.	(Mr. Frost)	1
Mrs. K. E. Belth's Cream	Cracker 155 lbs.	(Mr. Heard)	2
Wayfoong's The Jamaica	155 lbs.	(Mr. Collaco)	3
Mac's Zephyr 155 lbs.		(Mr. Charles)	4
Lau & Lee's Duke of Milan	155 lbs.	(Mr. Y. S. Chang)	0
Padlock's First Key 155 lbs.		(Mr. Y. M. Loo)	0
Dynasty's King's Falloch 155 lbs.		(Mr. Bulteel)	0
Trier's Kum On 152 lbs.		(Mr. Sowell)	0
Hynes & Mackie's Pineapple	155 lbs.	(Mr. Noott)	0
Yuo & Lo's Pumpkin 155 lbs.		(Mr. da Rosa)	0
F. Lobel's Sunshine 152 lbs.		(Mr. Harriman)	0
Harbot's The Jungle Book 152 lbs.		(Mr. Botello)	0
Wong Ping-shun's Thuringian	155 lbs.	(Mr. Ho Sal-man)	0

W. E. L. Shenton's The Albatross	161 lbs.	(Mr. da Rosa)	0
Won by six lengths; ½ length.			
Time: 1 min. 13.2/5 secs.			
Pari-mutuel:—			
Winner: \$5.00.			
Places: 1st \$5.00; 2nd \$7.30; 3rd \$5.70.			

Piccalilli	1,472	1,057
Witty Stag	340	727
Abol	140	375
Guy Caballero	82	227
Grey Dawn	67	103
The Albatross	51	90
Diana	20	68

Piccalilli was made an odds on favourite and—after getting so near and yet so far earlier in the week—succeeded in catching the Judge's eye with the other six runners far in the rear. Guy Caballero created a mild surprise by displacing the

A. H. Oswald, run out	25	0
R. T. Taylor, b Hiptoola	15	0
Extras	1	0
Total	137	0

BOWLING ANALYSIS	O.	M.	R.	W.
Hiptoola	7	3	19	1
Chan Fook	9	2	30	8
Tan	7	0	37	2
H. Nomanbhoy	2	0	14	0
Abdul-Aziz	3	0	12	1
A. T. Nomanbhoy	4	0	10	2

University 2nd XI		
A. Chan Fook, b Edmonds	14	
K. T. Loke, c b Paterson	0	
H. Nomanbhoy, b Edmonds	0	
K. P. Gan, c Harper, b Edmonds	8	
G. E. Yeeh, run out	7	
F. Hiptoola, st. Davies, b Edmonds	5	
A. Abdul-Aziz, b Paterson	0	
C. Candah, c b Edmonds	0	
F. S. Chen, st. Davies, b Paterson	0	
P. L. Tan, lb.w., b Paterson	0	
A. T. Nomanbhoy, not out	0	
Extras	2	
Total	62	

BOWLING ANALYSIS	O.	M.	R.	W.
Paterson	9.4	2	27	4
Edmonds	9	1	33	5

Friendly Match

KOWLOON C.C. V. C.C.C.

On their own ground, the Kowloon C.C. defeated the Craigengower C.C. by five wickets.

A fine performance by S. V. Gittins (a regular player for the University) who made 71 runs was the feature of the visitors' innings. Young F. R. Zimmermann also did well by scoring 25, the total reaching 129. Craigengower batted nine men only.

For Kowloon, the Fincher brothers were once again the force, together putting 99 runs out of 135 for five wickets.

The bowling, on both sides, was weak. Scores:—

Craigengower C.C.		
P. R. Zimmermann, b Goodwin	25	
W. K. Way, c Luing, b A. T. Lee	12	
S. V. Gittins, b Goodwin	71	
A. Prata, b Ross	2	
J. L. Youngs, c Goodwin, b Ross	2	
H. P. Lim, b Goodwin	0	
R. Lee, b Goodwin	0	
F. Oliver, not out	1	
Lewis, b Goodwin	0	
Extras	11	
Total	129	

BOWLING ANALYSIS	O.	M.	R.	W.
Goodwin	16.4	5	52	5
Ross	10	2	35	2
A. T. Lee	9	3	16	1
Hung	3	0	15	0

Kowloon C.C.		
E. C. Fincher, c Youngs, b	58	
R. Lee	5	
F. I. Zimmermann, lb.w., b Oliver	5	
E. F. Fincher, st. Youngs, b Lim	4	
G. A. V. Hall, c Lee, b Way	17	
A. T. Lee, c Lee, b Way	2	
D. Luing, not out	5	
Extras	7	
Total (for 5 wts.)	136	

C.S.C.C. 2nd XI		
R. S. W. Paterson, b Tan	64	
E. Himmworth, lb.w., b Chan Fook	4	
V. H. Chittenden, b Chan Fook	0	
R. R. Davies, lb.w., b Chan Fook	4	
H. E. Strange, c Tan, b Abdul-Aziz	7	
W. H. Edmonds, c Loke, b A. T.	14	
Nomanbhoy	0	
H. F. Harrier, c Yeeh, b Tan	0	
V. H. Freeman, not out	7	
T. W. Carr, b A. T. Nomanbhoy	0	

Winner Places		
Cream Cracker	537	957
Armory	255	372
The Jamaica	149	171
King's Falloch	102	116
Zephyr	100	139
Duke of Milan	77	107
Pumpkin	61	130
Sunshine	54	90
Pineapple	35	62
Kum On	30	30
First Key	28	18
Thuringian	25	10
The Jungle Book	23	12

The presence of a few "old" subscription griffins in this event kept the field down to 13. Cream Cracker, the favourite, led over the first half of the distance; but Armory came up on the outside to win convincingly and upset the odds. At the end all three places were filled by "old" uns.

2.—The "Lotteries" Stakes.—Winner \$400. Second \$150. Third \$100. For Grimes of this Meeting that have started at least twice and have not won. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Five Furlongs.

Hynes & Mackie's Piccalilli 158 lbs. (Mr. Noott) 1
Harbot's Gay Caballero 161 lbs. (Mr. Heard) 2
Chan Tin-sion's Witty Stag 158 lbs. (Mr. Quincey) 3
John Peel's Abel 155 lbs. (Mr. Heard) 4
Dr. J. C. Macgown's Diana 155 lbs. (Dr. Macgown) 0
John Peel's Grey Dawn 158 lbs. (Mr. Frost) 0
W. E. L. Shenton's The Albatross 161 lbs. (Mr. da Rosa) 0
Won by six lengths; ½ length. Time: 1 min. 13.2/5 secs. Pari-mutuel:—

Winner: \$5.00. Places: 1st \$5.00; 2nd \$7.30; 3rd \$5.70.

Winner Places		
Piccalilli	1,472	1,057
Witty Stag	340	727
Abol	140	375
Guy Caballero	82	227
Grey Dawn	67	103
The Albatross	51	90
Diana	20	68

Piccalilli was made an odds on favourite and—after getting so near and yet so far earlier in the week—succeeded in catching the Judge's eye with the other six runners far in the rear. Guy Caballero created a mild surprise by displacing the

better fancied Witty Stag for second money. The winner led most of the way.

3.—The "All Out" Stakes.—Winner \$400. Second \$150. Third \$100. For all China Ponies that have started at least twice at this meeting and have not won. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Five Furlongs.

Toog & Priestley's Fair Sport 161 lbs. (Mr. Reidy) 1
Bennett & Cave's San Francisco 158 lbs. (Mr. Charles) 2
Dynasty's King's Courier 158 lbs. (Mr. Bulteel) 3
Dynasty's King's Counsel 158 lbs. (Mr. da Rosa) 0
3 lengths; 4 lengths. Time: 1 min. 15 secs. Pari-mutuel:—

Winner: \$21.70. Places: 1st \$9.60; 2nd \$7.70.

BOWLING ANALYSIS	O.	M.	R.	W.
R. Lee	12	3	37	1
Oliver	10	0	30	1
Gittins	4	0	23	0
Lim	3	0	20	1
W. K. Way	5	0	5	2

R.E. & R.C.S. V. K.C.C. 2ND

At Sookumpoo, the Royal Engineers and Royal Corps of Signals lost to the Kowloon C.C. 2nd XI by 46 runs.

Scoring consistently, the visiting team put up 131 runs, six players reaching double figures.

The "Sappers" replied with 85. G. Lee (6 for 31) doing the most damage. Scores:—

K.C.C. 2nd XI		
N. A. E. Mackay, c Lockyer, b Saunders	10	
F. S. W. Smith, b Meehan	1	
G. Lee, c Penny, b Saunders	17	
A. J. Kew, c Lockyer, b Arnison	0	
A. W. Gregory, b Meehan	13	
D. W. Raven, c Higgins, b Arnison	5	
O. B. Raven, c Penny, b Arnison	1	
R. Baldwin, run out	13	
H. Marlow, b Skinner	10	
J. Chubb, c Webb, b Skinner	13	
J. J. Hirst, not out	27	
Extras	2	
Total	131	

BOWLING ANALYSIS	O.	M.	R.	W.
Skinner	13	1	30	2
Meehan	11	2	23	2
Saunders	5	0	15	2
Arnison	4	1	22	3
Dennall	3	1	5	0

R.E. & R.C.S.		
L/Cpl. Meehan, b Lee	12	
L/Sgt. Lockyer, b Lee	0	
Sgt. Houghton, b Lee	0	
L/Cpl. Penny, run out	4	
L/Cpl. Saunders, b Lee	0	
Col. Skinner, b Lee	20	
L/Cpl. Webb, b Lee	6	
Lt. McDonald, not out	20	
Sig. Higgins, lb.w., b Smith	4	
Cpl. Dennall, b Smith	0	
Sig. Arnison, c b Smith	0	
Extras	14	
Total	85	

BOWLING ANALYSIS	O.	M.	R.	W.
Lee	15	5	31	6
Hirst	7	2	16	0
Gregory	3	0	16	0
Smith	5	2	8	3

Lt. McDonnld, not out	2
Sig. Higgins, l.b.w., b Smith	
Cpl. Deavall, b Smith	
Sig. Arnison, c & b Smith	
Extras	1
Total	8

Division I	P.	W.	D.	L.	Pts.
Kowloon C.C.	7	5	2	0	17
Craigengower C.C.	6	3	1	2	10
Army	7	2	3	8	8
Hong Kong C.C.	5	1	1	7	7
University	5	2	1	2	7
Civil Service C.C.	5	1	3	1	0
Indian R.C.	5	0	4	1	4
Royal Navy	6	0	2	4	2

Division II	P.	W.	D.	L.	Pts.
Recreio	9	7	1	1	22
Hong Kong C.C.	7	7	0	0	21
Police R.C.	6	5	1	0	16
Kowloon C.C.	8	4	3	1	15
Civil Service C.C.	9	5	4	1	15
Craigengower	9	3	1	5	10
R.E. and R.C.S.	10	3	1	6	10
Indian R.C.	6	2	1	3	7
R.A.S.C.	9	2	0	7	4
University	8	1	1	6	4
R.A.O.C.	8	0	1	7	1

Division I	P.	W.	D.	L.	Pts.
Kowloon C.C.	7	5	2	0	17
Craigengower C.C.	6	3	1	2	10
Army	7	2	3	8	8
Hong Kong C.C.	5	1	1	7	7
University	5	2	1	2	7
Civil Service C.C.	5	1	3	1	0
Indian R.C.	5	0	4	1	4
Royal Navy	6	0	2	4	2

8	Recreio	9	7	1	1
11	Hong Kong C.C.	7	7	0	0
47	Police R.C.	6	5	1	0
2	Kowloon C.C.	8	4	3	1
5	Civil Service C.C.	9	5	0	4
7	Craigengower	9	3	1	5
—	R.E. and R.C.S.	10	3	1	6
	Indian R.C.	6	2	1	3

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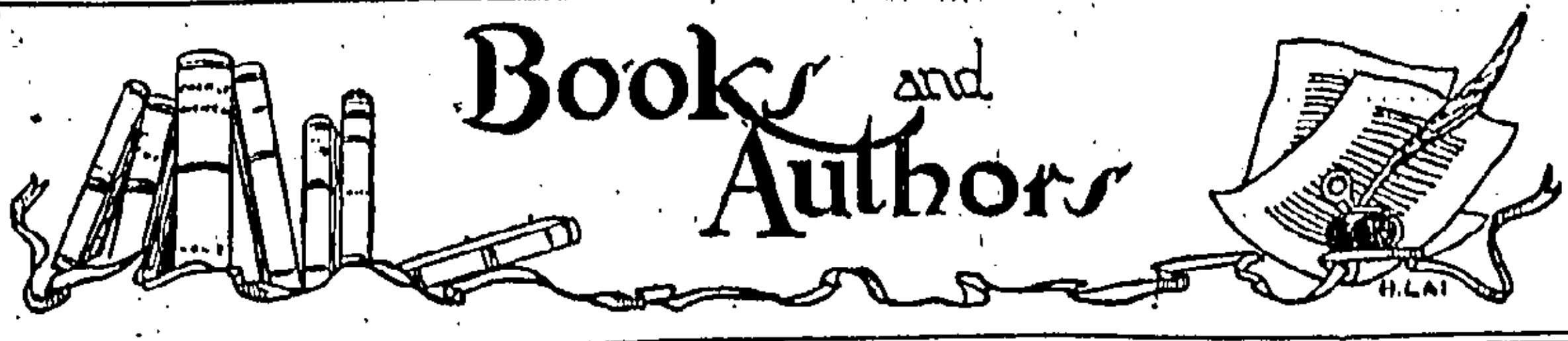
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COMING BOOKS

Britain in the Seventies

COMMONS AND AMERICA

["England in the Age of the American Revolution"—Book I. Government and Parliament under the Duke of Newcastle; by L. B. Namier, author of "The Structure of Politics at the Accession of George III." 8vo. Macmillan & Co., About 21s. net.]

Mr. Namier, in the preface to his book on "The Structure of Politics at the Accession of George III," described it as, in a way, introductory to his main work on the history of Britain in the age of the American Revolution. Of that work the present volume forms the first part. It starts with a chapter on "The Social Foundations of England," which serves as groundwork to the history of the entire period; and then proceeds with a study of Government and Parliament under the Duke of Newcastle, arranged in five parts. The first deals with the constitutional position under George II, and with the personality of Newcastle and of George III, the latter study being largely based on hitherto unpublished letters from him to Lord Bute. Among other points of importance it is shown that about 1760 the King was still a real factor in the government of Britain—the active head of the executive—and that his right freely to choose his Ministers was universally acknowledged.

The second part deals with the history of the first six months of the new reign, the preparations for the election of George III's first Parliament, and with the negotiations and the readjustments within the Government which resulted in the assumption of office by Bute.

The third part of the book examines the Parliament as returned at the General Election of 1761; it contains an analysis of its politics and of the various groups and factions in the House.

In the fourth part, on "The House of Commons and America," Mr. Namier traces what acquaintance with the American Colonies the House had.

Special chapters are devoted to the West Indians, the merchants, the army officers, and the admirals, i.e., to the groups which comprised the greatest number of men connected or acquainted with America. The fifth part deals with the relations between Bute and Newcastle from the spring of 1761 till Newcastle's Parliamentary defeat in December 1762; on closer inquiry the history of those two years loses much of the sinister character with which it has been endowed by imaginative Whig pamphleteers.

["A Short History of British Expansion," by James A. Williamson, author of "Maritime Enterprise, 1485-1568," etc. New Edition. 2 vols. Macmillan & Co., 8 vo. Vol. I. The Old Colonial Empire. 15s. net. Vol. II. The Modern Empire and Commonwealth. 15s. net.]

Since this book was first written in 1919-21 many things have become clear that were then undefined in the history and constitution of the modern British Empire. Political developments in the post-war decade have been far-reaching, and international relations have assumed a new aspect. There has been great activity in the study of the Empire and Commonwealth, and books upon it have been published which exceed in number and importance the output of any previous period of similar length. It has therefore seemed desirable not merely to revise but to rewrite the story of British expansion after 1783. It now contains seventeen chapters in place of the former eight, and about three-fourths of the text is new. The arrangement adopted is to relate the foundation of the units of the modern Empire in separate chapters, and then to continue the history as that of the Empire and Commonwealth as a whole.

["The Later Years of Thomas Hardy, 1891-1928," by Florence Emily Hardy, with portraits in photograph and half-tone, and other illustrations. 8vo. Macmillan & Co., 18s. net.]

"The Early Life of Thomas Hardy," published in November 1928, dealt with the years from his birth in 1840 to 1891, when Tess of the D'Urbervilles appeared. This concluding volume is arranged in four parts with the following headings: Part I. "Tess, Jude, and the End of Prose"; Part II. "Verse to the End of the Dynasts"; Part III. "Time's Laughing-Stocks. Satires of Circumstance, and Moments of Vision"; and Part IV. covers the period of "Life's Decline."

The distinctive qualities of Mrs. Hardy's record of her husband's life and work have been widely recognised, and in no cases more effectively than in the tributes of Mr. J. C. Squire and Mr. Hugh Walpole. In writing of the first volume Mr. Squire pointed out that "Mrs. Hardy has woven her fabric so cunningly and so completely informed her own work with the spirit of her husband, that the joins are very difficult to detect."

Very many pages, particularly in the early chapters, appear to be almost entirely from Mr. Hardy's hand, so full are they of his characteristic tones and terms of expression. . . . This is almost like having a new prose book by Hardy all these years after he made his summary renunciation of what he called "the trade of novel writing." It tells us much more about his life than we knew before; it also shows how many of the incidents in his novels were drawn from his personal experiences.

In an article in "The Spectator" Mr. Hugh Walpole said that "Mrs. Hardy has done, in my view, the one inevitable right thing, linking fact to fact, making the background as clear as one of Hardy's own architectural designs, but doing no more than that, and the result is that Hardy's own words—comments, descriptions, ironies, similes—stand out with a beauty and drama that is perhaps only fully realised when the book is closed. . . . This seems to me a grand book—grand in the real sense that it places the reader in

direct contact with his, original, grand things, nothing and nobody intervening between him and them. That is where Mrs. Hardy has seen so rightly—that it is only Hardy who matters and that everything must go in comparison with him."

JAPAN

Indispensable Book for Travellers

Through the courtesy of Messrs. Thomas Cook & Son, Limited, we have received a copy of the third issue of Japan To-day and Tomorrow, published by the Osaka Mainichi, one of the leading newspapers of the Island Empire of the Orient.

The publishers are nothing if not modest in the use of the adjective "good" in comparing the present with the first two issues, but we are at one with them when they state that "this new edition will merit a prominent place in libraries, schools, offices, homes and everywhere where accurate information about Japan of to-day is sought, presented in an interesting and instructive manner." Moreover, this new edition should prove an indispensable companion for travellers to the Far East, an invaluable source for reference, and a constant and dependable guide for whoever wants to know Japan as it is to-day.

Japan To-day and Tomorrow is a fertile field of knowledge, covering every possible phase of Japanese life, much of which will bear reproduction in the columns of the soundest and best established journals of the East and the West.

Replete with illustrations, besides ten coloured plates, the magazine is a credit to writers, artists, and publishers; and, although Messrs. Thomas Cook & Son have only a very limited number of copies, special applications from any resident of Hong Kong will be favourably considered. In any event, a line to the publishers, the Osaka Mainichi, is bound to have the desired result.

RETIRED MAJOR

A Volume of Snappy Reading

["What Happened to Forester," by E. Phillips Oppenheim; Hodder & Stoughton, 3/6 net.] This book is written in the form of ten short stories, of the varied adventures of a retired soldier from the Army, styled as Major Forester. . . . Idle, middle-aged and comfort-

ably off, Major Forester decides to pass the time visiting various places of renown on the Continent and London.

Even the most blasé young person would find such adventures more than enough to occupy his time and attention.

Many interesting encounters with international crooks are described.

One wishes that there was a second volume of these adventures; so interesting is this all-too-short but 300 page volume.

A most amusing and witty account is given of the visit of Major Forester's niece who comes to stay with him whilst on the Continent: a typical picture of the modern young flapper who is often more harmlessly amusing than wicked.

The name of the Author is in itself sufficient to recommend this most interesting book, which is bound to give the reader a humorous, exciting, non-stop reading of most absorbing wealth of adventure, occupying some hours.

OUR WEEKLY SERMON

Christianity As World Renouncing

MODERN CHURCHMAN'S VIEWS

[By the Rev. A. C. Bouquet, D.D., Hulsean Lecturer, 1921-1925.]

Before making any attempt at an historical survey of Christian renunciation, it will, I think, be best to devote a brief space to an endeavour to think clearly upon the nature and causes of renunciation in general, and upon the principles which govern its exercise.

First and foremost among the causes is the comparative shortness of human life, whether racial or individual. Obviously no human being can be or is expected to undergo every possible human experience. Just as there is division of labour, so there must be division of experience. Sooner or later man comes to feel the futility of trying to cram into the short span of his earthly existence everything that can possibly be done. It may be pleasant to taste briefly as many different types of experience as possible, but he who fails in good time to make a selection and to confine himself to serious specialisation within that department of experience for which he seems by temperament and training to be suited will find himself sooner or later, so to speak, Jack of all trades and master of none. The principle upon which such a selection is based will be determined by the classification of values adopted in the case of each individual. I do not propose to embark upon a long treatise on axiology, but merely to remark that since we cannot realise all values at the same time, or even successively, we must come to some agreement as to which we shall choose for realisation, and in what order.

A Narrowing of Life
Selection then being necessary, the concentration upon a selected value involves inevitably a slight, if not a serious narrowing of life. This narrowing is due to the abjuration of experiences which seem to be of less value than the one or more selected. The result is in some form or another the life of renunciation. The minimum of renunciation is, I suppose, to be found

in the 'doctrine of the mean,' according to which nothing is to be indulged in to excess, but only to just that extent which is proper and fitting. A full life may thus include a taste of most of the more important and interesting experiences possible to the human being, but there will be limit and proportion in the tasting. While on the one hand it must be admitted that a number of persons who have practised the renunciation of a considerable section of human experience have done so because they held a pessimistic view of the universe, or at any rate of its human denizens and their nature, and believed that the blissful fulfillment of their destiny demanded a sacrifice on their part of many things which, though seeming intrinsically harmless, were nevertheless dangerous to their eternal welfare, on the other hand renunciation does not necessarily involve pessimism. Indeed it is generally quite possible for one to take a wholly optimistic view of the universe and of human nature, and yet to renounce a large section of possible experiences for the sake of another section which seems better.

Element of Renunciation
It follows from this that there will be an element of renunciation in the lives of all individuals, by whatever principles they may be governed; but that the determination to select lower rather than high experiences cannot merit the title of renunciation, at any rate in the ascetic sense, in which it is used in this paper. In what ensues, therefore, the use of the term will be limited to a conscious rejection of an experience or experiences of the lower sort in favour of a higher experience or group of experiences. I realise that this involves the question as to what is meant by the terms 'higher' and 'lower,' and although there is a general convention as to their use in axiology, yet here I fancy is where we may have occasion for controversy.

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Sunday Service, March 2, 1930, at 11.15 a.m.

Subject—"Christ Jesus." The Sunday School is held on Sunday mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 o'clock.

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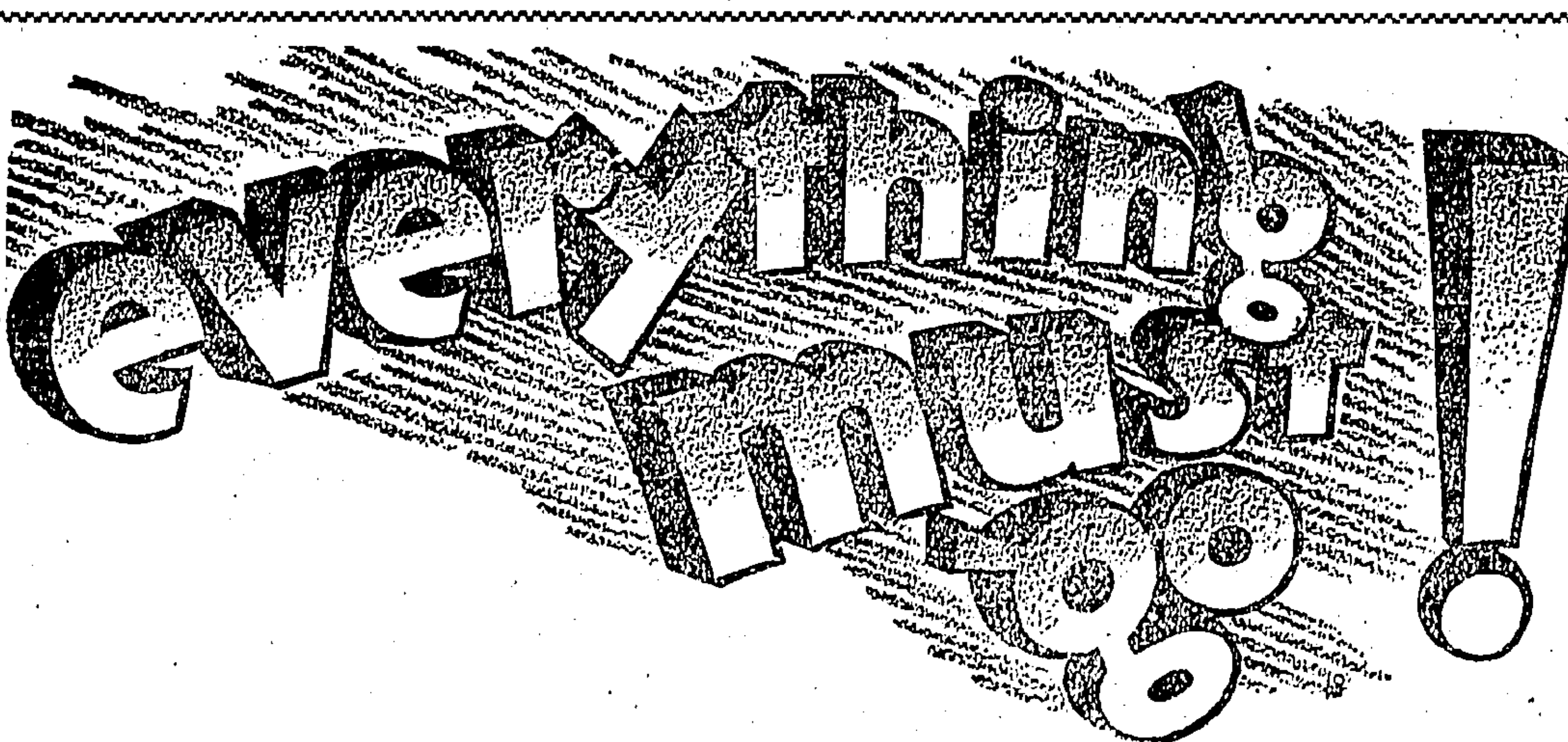
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Now there will be groups of people who have this in common, that they have made the same kind of selection, and there will be groups of people who hold that whatever varieties of selection may be permissible to human beings as individuals, there will be certain selections and abjurations which ought to be made by all. And further still, when these various selections of experience have been agreed upon, it will sooner or later become an accepted principle that to lapse from any such selection of experience is of the nature of an evil. Steps will then have to be taken whereby the individual may be enabled to train himself so as to prevent the possibility of a lapse, and in some cases the community will consent to inflict punishment upon those who become guilty of lapses.

[To Be Continued]



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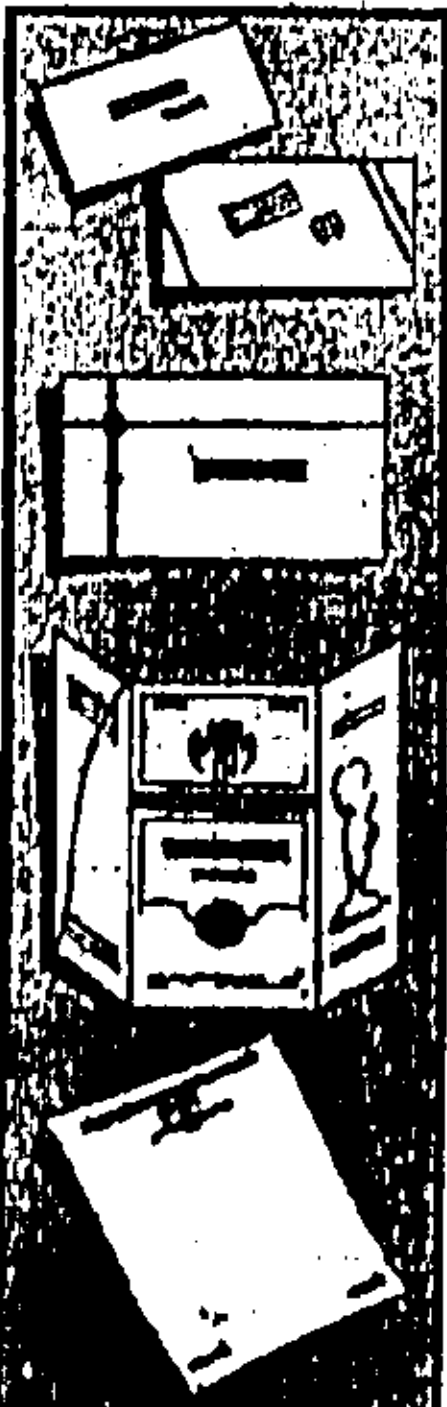
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The "Boy" Chinese house
and the
Duster

Apparently those in Hong Kong. Thus a writer—a lady or a woman?—gets this off her chest in the Straits Times. China, nursery of custom, decreed some centuries ago that the dusting of tables, chairs, and all shiny surfaces could be comfortably accomplished by means of a bunch of cock's feathers. One can imagine the pride of the first Celestial to contrive this ineffectual device. How he would flourish it about here, there, and everywhere, quite unconscious of the supreme insincerity of his proceedings. For it is with the same satisfaction that the Chinese "boy" of to-day waxes our Chinese dust hither and thither, using the remote cousin of that first feather brush, equally indifferent to its unhygienic qualities, though without the excuse of equal ignorance. To divorce him from it is well-nigh impossible. With characteristic obstinacy he will dust with a feather brush—or not at all. This seems, however, not only typical of him, but typical also of most of housekeeping out here.

Clumsy makeshifts were substitutes a necessity, the "boy" (old-style) was an ideal servant. As every one will acknowledge he was resourcefulness itself, able to convert a bamboo or a kerosene tin into almost any household utensil, after a fashion, which served for that day. Those pioneer times are over, and there is little excuse for continuing to use the clumsy substitutes which were the despair of our great grandmothers. The modern Chinese no longer shines as a wonderful servant, but as an astute person who has realised that the only modern appliances which will not involve him in serious hard work are of the electric variety. Therefore he welcomes the vacuum cleaner where he refuses to look at a perfectly good hair-broom. He has handed on this prejudice to servants of other nationalities, so that all favour the germ-distributing feather brush, and sweep up with futile coconut or bamboo brooms.

ther brush, and sweep up with futile coconut or bamboo brooms.

Example of the Dutch

Anyone who has travelled at all in the Dutch East Indies must have been impressed by the far better service enjoyed in most Dutch households. In Sumatra and Java the Chinese "boy" is barely tolerated. Dutch women prefer to train raw natives. And an excellent job they make of it! (There is none better than a "boy" or amah trained in a Dutch household). For the benefit of British women (or ladies) who despise learning Chinese this little par. should be interesting: There is no doubt that a working knowledge of Kitchen Malay is essential to run a house out here properly, and, though it may sound a bit severe, still British women are distinctly lazy over this matter. They are too prone to fall in with the existing order of things domestic, and, having got over their first astonishment, all too soon fail to notice the shortcomings of their homes. Hence the dearth of good brooms in our shops.

Frightened apt to frighten Brides

The men too, are their brides with the appalling consequences of any undue criticism of the domestic shortcomings, so that the British bride is encouraged rather to sit back and let the "boy" carry on. This kind of "Mem" is the Chinese boy's ideal—but it doesn't make for good service in the end. It is a pity that more British women do not follow the Dutch custom, and train Malay or Javanese boys. They are not only cheaper, than the Chinese, but pleasant-voiced, cheerful, and obedient. They soon learn the ways of the household, even if they have never seen European utensils before.

Moreover they No Obsolete haven't as a rule Conventions the tiresome obstinacies or obsolete conventions of the Chinese, such as his attachment to his feather brush. They are generally willing, and expect to put in a reasonable amount of work per diem. There is satisfaction,

too, in teaching an untrained man, as he will learn your ways, and if he acquires any prejudices they will be those you impart as you show him his job. These people who enjoy the services of really good Chinese servants will not, of course, agree, and may even think that the writer has been unfortunate in her experiences with Chinese.

Native same fair writer

"Boys" says that she had

Preferred had the same

Chinese cook in her employment for more than 14 years, and that it was he himself who first suggested she should train a native boy. He volunteered also the opinion that the modern youth of his country were all suffering from the same complaint—swollen head, which prevented them from learning anything but how to swank! She had had a succession of Chinese boys who were really only waiters, and knew nothing about housework, and cared less. Since that time she has always employed Chinese in the kitchen, and Malay or Javanese in the house. This arrangement works very well indeed—not only as regards cleanliness and good service daily, but in the matter of holidays. Their New Year and other festivals rarely coincide so that "the Mem" is never left without any servants at all, or annoyed by a disgruntled one having to stay when he wants to celebrate with his friends.

A correspondent

Right who signs himself

Numbers "Central 4641" tells

us that amongst the many records broken at Happy Valley during the recent race meeting no mention has been made of his own—which is that of having made about 150 telephone calls without once getting a wrong number! Our correspondent asks whether this record can be beaten, and modestly claims no credit for himself, except for one thing—that, when very young, he was told by a man of experience "not to jig the hook." It is his happy lot, he adds, to put this experience on record, and he winds up by calling for "Hats off to the Telephone Company."

SUNDAY SALLIES.

Flower Street is soon to lose its aroma.—Not so Praya East!

"Tell me not in mournful numbers sweeps are but an empty dream."

"Remarkable Inventions."—The tales of the lie merchants in the witness box?

"The Phoenix" was very "high"—in the Tientsin Stakes on the first day of the Races.

Losers in the cash sweeps apparently think now that the officials can't even play marbles.

One time a very fast girl, Boxing Eve couldn't easy chase Pickle that Misty Eve at Monterey Bay.

As Sharkey got about Phil Scott so quickly some may innocently inquire what the big bout was all about.

Trade note—A good consignment of "tin" is being transhipped by the S.C.A.A. to a wealthy tin merchant in the F.M.S.

Apollo was appallin' on the Champion's Day at Happy Valley. President Hall nearly brought off a haul for his owner and backers.

When that Salaries Commission gets its recommendations endorsed by the Secretary of State, it will be more than ever the Civil Service—on salary days.

It wasn't all Armony at the Race Course on Tuesday when Adam ran away from the Boxing Eve. And a King and a Duke didn't have a Pippin!

Reported, regarding the Venezia, which had a trial run last Sunday:

"She is expected to carry on her local trips 1,046 passengers."

Room for 1,046 Passengers. "The vessel has been thoroughly renovated, there being accommodation for 1,046 passengers."

Audited and found correct—three times!

The loek was in great demand yesterday—St. David's Day.

On Tuesday The Tiger followed The Goods on an African Eve.

Sheffield radio: Saturday last was a bad day for Wednesday.

"Racy" anecdotes will now be barred—till the first Extra Meeting.

The European Y.M.C.A. have had a lot of free talk on Free Trade.

It was inevitable that Mr. A. J. P. Heard should be heard of in connection with the Ladies' Purse.

David Lloyd George tried unsuccessfully in the House of Commons to change the date to Thursday last.

There was a little rain but no thunder when Little Thunder won the Phaeton Stakes, "B" Class, on Wednesday.

Royal Flush, appropriately enough, won the Governor's Cup presented by His Majesty's representative.

News from China—"More Fighting by Telegram."—Here we do it by means of the chit-book and the office cooile.

An exuberant writer writes the K.O.S.B. "a safe and pleasant voyage home."—Alas, Poona, India, is not their home!

How about a direct telephone service between boxing arenas in America and Hong Kong newspaper offices next time there's a big bout on?

The Y.M.C.A. apparently are of opinion that there is no Short way to Empire Free Trade.—The outlook, according to the vote, appears to be Gray.

'Twas hard lines on the poverty-stricken Hong Kongites that a Chinese multi-millionaire should have won one of the first Mammoth prizes in the S.C.A.A. sweep.

March 2 already—The March of time!

Membership of the Dental Board should be a great draw.

Many folk got "very near" to winning a cash sweeps at the Races.

After his brief interview with Sharkey, Phil is no longer Great Scott!

Trick cyclists won't be allowed to continue their tricks if the Magistrates know a trick or two.

We were told beforehand that Phil Scott had been "trained to the minute."—Not much longer as it turned out!

Among the fastest times on record Sindbad is credited with doing the two miles in 4.23 in 1928.

Reported that the a.s. Venezia must have had "a close shave" near the U.S. Helena the other day.—Who was up the pole about it?

Phil Scott's had "joss" may have lain in being previously described as "14 lb. 10 stone" in height!—The height and nonsense.

A driver who has driven in 22 countries says pedestrians seldom think of the uses of the pavements.—We would like to point out, however, that they are admirable "jumping off" places in Kowloon.

Paris girls are now carrying on an anti-lipstick campaign.—They are down on the make-up, as it were, and cosmetic manufacturers doubtless reckon the young Parisiennes have an awful cheek to do anything of the kind.

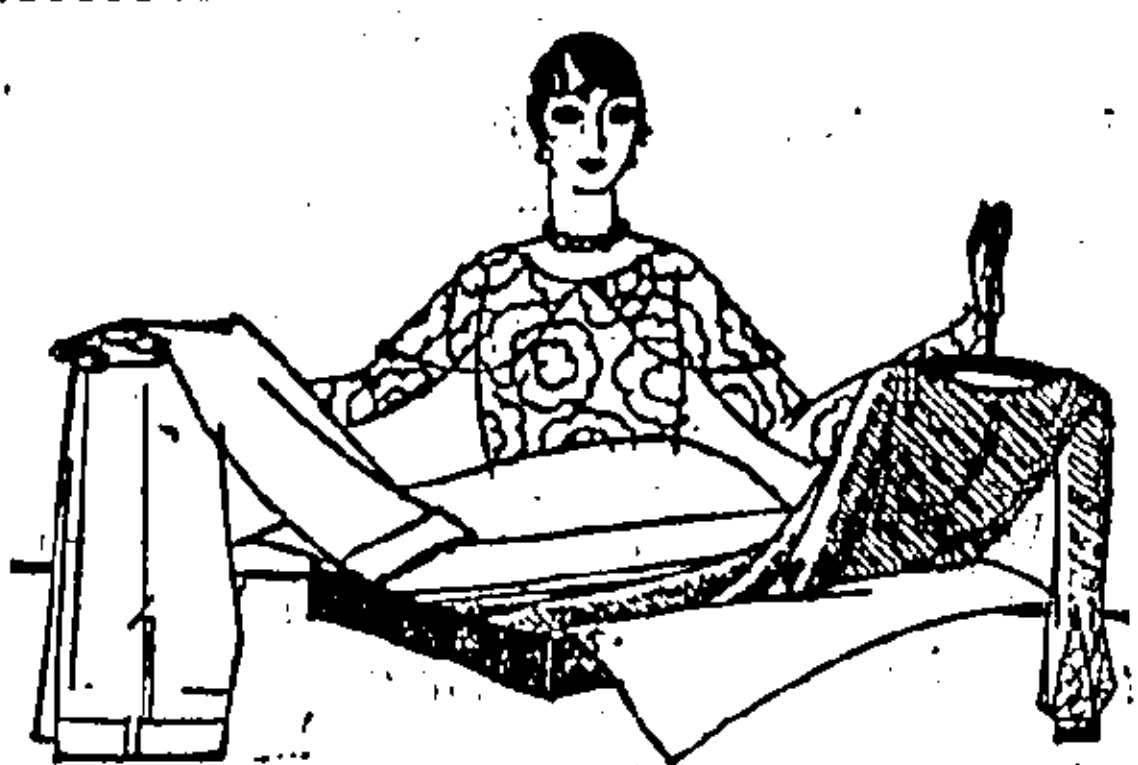
While our statesmen at Home are striving to bring about a world peace, the nation perorates in going to the dogs. In nine months last year fifteen million persons attended greyhound track racing in Great Britain, and in doing so subscribed several hundred thousand pounds to the Exchequer.

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No. 22, WYNDHAM ST., HONG KONG.
Cable Address:—Herald, Hong Kong. Telephone Central 22 & 4641.

All communications should be addressed to the HONG KONG HERALD PUBLISHING CO., to whom remittances should be made payable.

London Office:—The Far Eastern Advertising Agency (London), Ltd., 35-36, Southampton St., Strand, London W.C.2.

HONG KONG, SUNDAY, MARCH 2, 1930.

Kowloon and a Municipality

It is as well that the Kowloon Residents' Association, at its first public meeting since the departure of Sir Cecil Clementi, should make a studied reference to certain remarks by His Excellency derogatory to the idea of a Municipal Council in this Colony.

Pointing out that the Association has been privileged to act in a purely advisory capacity in regard to Government administration in the past, the President, as the official spokesman, added that they must not lose sight of the fact that its official status is nil. The Association cannot entirely agree with Sir Cecil's viewpoint and is of opinion that the time will come when the Government will find it advisable to institute some form of municipal control of purely domestic matters.

The Association rightly feels that it is the duty of any community to take an intelligent interest in municipal affairs, and it hopes that the Government will see the wisdom of apportioning certain duties to a local Council which would be actuated by a civic spirit all to the good of the Colony.

It is well that an opinion almost diametrically opposed to that expressed by Sir Cecil Clementi should thus early be given prominence, as otherwise it might subsequently be asserted that "silence gave consent," and that the views of Sir Cecil were those of the entire community, or at least of the great majority.

What Sir Cecil feared was that the creation of municipalities would duplicate the administrative machinery of the Colony to an intolerable extent. He feared that it would be excessively uneconomical and would be open to all the political objections which would beset democratic institutions if introduced into Hong Kong.

It is some years since the *Sunday Herald* openly advocated the creation in due course of a Municipal Council, and the observations made by the Kowloon Residents' Association are merely an echo of what has been written in this column and in the *China Mail* many times within the past five years, to go no further back. With the tremendous development of Kowloon it cannot be doubted that the work of efficient administration is rapidly outgrowing the available resources of automatic Government Departments. The problem cannot be solved by adding to the personnel of the Unofficial membership either of the Legislative Council or the Sanitary Board. Nor can it be solved by increasing to a considerable degree the number of Civil Servants, the great majority of whom have had no training whatever in civic as distinct from purely Governmental administration. In the absence of opportunities to make themselves thoroughly acquainted with civic work they undoubtedly do well; but that is beside the point. Certain duties must in the course of time be apportioned to a Council of some sort, no matter what name it may be given, if the interests and the rights of the ratepayers are to be carefully considered and preserved. In other Crown Colonies there exist Municipal Councils, Sanitary Boards, and Rural Boards, none of which can be said to duplicate the administrative machinery of the Colony to an intolerable extent; none of which can be said to be excessively uneconomical; and few, if any, of which are open to the political objections that beset democratic institutions.

Having endorsed the policy advocated for so long by the *Sunday Herald* we look to the Kowloon Residents' Association to ensure that the subject does not become dormant or forgotten!

HONG KONG FAIRY STORIES

One Scot is keeping his S.C.A.A. race sweep ticket in the hope he'll make good with it at the 1931 annual meeting.

The most prolific talker at Legislative Council meetings has volunteered to represent Hong Kong at the Colonial Conference.

The Somerset's Band, in view of the arrival in May of the new Governor, are busily rehearsing the music of "D'ye Ken John Peel?"

APPOINTMENTS

The following appointments are contained in the current issue of the Hong Kong Government Gazette:—
Mr. Cyril Champkin to be Lieutenant in the Reserve of Officers, Hong Kong Volunteer Defence Corps, with effect from February 18.
The Rev. Fr. Daniel MacDonald, B.Sc., to be a member of the Board of Education during the absence from the Colony of the Rev. Fr. George Byrne, D. Ph., or until further notice, with effect from February 22.
Captain Richard Olive Strachey, M.C., 1st Battalion, the Somerset Light Infantry, to act as Adjutant under the provision of the Hong Kong Volunteer Regulations, 1920, with effect from February 27.

KWANGSI CAMPAIGN

Truce Follows a Severe Battle

HEAVY LOSSES

Canton, Last Night.
Rumours of a compromise between the leaders of Kwangtung and Kwangsi, still persist. A truce has been ordered by both sides after a severe battle at Paklau (south west of Wuchow) at which Chang Fa-kuei's army and Wang Shao-hung's army lost heavily. The former's army lost over ten machine guns and over 2,000 troops, killed or wounded. The Kwangsi armies lost a similar number.

At the Paklau battle, Hsiao Hsing's division (Chen Tai-tang's followers) lost nearly half of his troops, being severely defeated by Chang Fa-kuei's troops. The Cantonese and the combined forces of Chang Fa-kuei and the Kwangsi had to retire in order to collect their remnants before another battle could be started. A truce, therefore, was automatically ordered by both sides.

After the truce had been enforced, the politicians of both sides engineered for a compromise. Their reasons were: (1) that both sides had been at war for over a year and were unable to eliminate either side; (2) that a war was going to start in the north between President Chiang Kai-shek and Yen Hsi-shan; (3) that both sides wish to see the result of the northern war.

Canton's Demands

It is reported that the Cantonese leaders demanded that the Kwangsi forces should part with Chang Fa-kuei (either by disarming his troops or asking him to leave Liangkwan) and formally to declare their allegiance to the Central Government before the negotiation could begin.

Mr. Ho Tung, Li Chai-sum's former Aide-de-Camp, accompanying Mr. Li Tai-man, Li Chai-sum's brother, arrived in Canton from Nanking the other day and went to interview Chan Tai-tang. They returned to Canton yesterday from Wuchow, and Chan Chak and Au Yang-kui invited them to dinner last night. Their visit is reported to be in connection with the peace of Liangkwan. It stated that Mr. Li Chai-sum might be released and again resume control of Liangkwan. (From a Correspondent.)

Report of General Tsai

Canton, Last Night.
In an interview with press representatives, General Tsai Ting-kai, who came back by plane to report to Chairman Chan Ming-shu, stated that there was no special mission for his return except to report to Chairman Chan and await his instructions concerning the present campaign. His newly organized training company was inaugurated yesterday at the eastern suburb.

Relative to the defeat of the enemy at Paklau, the general said that the Rebels had retreated to Kweiyuen and Chumchow. At present, his own army is stationed in Yungyuen for recuperation and recruitment, while the divisions under Generals Yu Hon-mow and Chiang Kwang-ni are on the heels of the enemy.

A portion of the rebel forces, according to reports, is retreating from Kweiyuen and Chumchow towards Wanyuen and Nanning, and others to Liuchow.

Regarding the 6th Route Army and the Hunan troops, General Tsai gave the information that they are advancing towards Chuping and Moonshan, and that the Hunan troops have already captured Chuenchow. No serious encounter is said to have occurred, as the enemy has lost much of his morale.

The General concluded with the assurance that all the army units at the front unanimously voted their allegiance to support the Central Government.—Canton News Agency.

GRUDGE GONE

Uncle Sam and John Bull

BETTER FRIENDS

Rugby, Yesterday.

Sir Esme Howard, the retiring Ambassador at Washington, and Lady Isabella Howard arrived in London yesterday.

Sir Esme Howard stated that he had definitely retired from diplomatic life. After knowing the United States for nearly 35 years, he was convinced that the feeling there toward Great Britain had during that time steadily improved. There was no longer what used to be known as an old grudge against Great Britain. It was dying away, and the settlement of the Irish question and of the British debt to America had caused a great change in the public opinion of the United States towards this country.—British Wireless Service.

A WELSH OCCASION

Saved from Extinction by the Hills

WITTY SPEECHES

Local St. David's Society Holds Annual Dinner

The President of the local St. David's Society, Mr. D. M. Richards, at the annual dinner held at Lane Crawford's last night, laid emphasis upon the fact that the gathering was more of a "family" function than an elaborate coronation. In this connection, he stated, they were grateful to a lady member who had suggested community singing of Welsh songs as a feature of the evening.

The innovation proved a great success, later in the evening, everyone joining in heartily with the well-known airs.

"Hen Wlad fy Nhadau"

About fifty members of the Society, and friends, attended the dinner, and after the loyal Toasts had been honoured, the President proposed the toast of "Hen Wlad fy Nhadau" ("Land of my Fathers").

He said that it was his great pleasure and honour to propose the toast for the second year in succession. The Society was not a large one, but what it lacked in numbers it made up in loyalty.

Sir William Rees Davies, a past President, who revived the Society some ten years ago, had adjured them not to allow a year to pass without a celebration of some kind. They had kept his request in mind, and their annual reunion was the occasion for them to give expression to that love of country which was the greatest characteristic of every Welshman.

Love of Country

He himself thought that love of country played possibly a greater part in the life of Welshmen than in that of any other nationals. The hills of Wales, in bygone days, had literally saved the nation from extinction, and there was a sentiment about the phrase "Hen Wlad fy Nhadau" which was not adequately conveyed in the translation "Land of my Fathers."

"Our Guests"

Mr. David Davies, Vice-President of the Society, briefly proposed the toast of "Our Guests" with which he coupled the names of the Rev. Frank Short and Dr. Kirk.

Both gentlemen suitably replied. A delightful musicale was given by Mr. D. M. Richards, Mrs. Rendall, Mrs. Hooper, Mr. Phillips, and Captain Thomas, whilst Mr. David Davies contributed a highly-appreciated reading in Welsh.

The services of Mr. Longyear, as accompanist, were much appreciated.

News in Brief

Mrs. G. P. de Martin is to distribute the prizes at the Kowloon branch of the Wah Yan College, Mongkok, on March 11 at 3 p.m.

A reminder may be given of the official opening of the new buildings of St. Stephen's College at Stanley on Tuesday and of the prize-giving ceremony.

Notifiable diseases during the 24 hours ended on February 28 were 1 case of typhoid, 2 cases of small-pox, 3 cases of diphtheria and 1 case of cerebro-spinal meningitis. All were Chinese.

The Tajmahal Silk Store, Flower Street, opposite the *China Mail* box to announce to their lady customers that they have just received a new shipment of printed georgette and printed crepe de Chine. Any visitor or regular customer is invited to visit and inspect the new stocks.

Under the auspices of the University Engineering Society a course of six popular lectures on "Modern Architecture" will be given in the University on Thursdays at 6.15 p.m. by Mr. C. E. Moore, Bachelor in Architecture (Liverpool University), A.M.I. Struct. E. The first lecture will be given on Thursday, March 6. The general public is invited to attend.

CORRESPONDENCE

BENEVOLENT SOCIETY

[To the Editor of "Sunday Herald"]
Sir,—I should be very glad if you would kindly bring to the notice of your readers the annual meeting of the Benevolent Society, which is to take place on Monday, March 3, at the "Cheer O" Canteen, at 11.15 a.m.

Last year's attendance of the general public was very disappointing, and the Committee hopes that this year we may attract a larger number of the Hong Kong public who are interested in social service.

I should like to express at the same time the sincere thanks of the Committee for the unfailing and valuable assistance given them by the Press during the past year.

Yours etc.,

BELLA SOUTHOHN.

Government House.
Hong Kong, February 27.

LAI'D TO REST

Funeral of Club de Recreio Founder

MR. V. GONSALVES

In the Roman Catholic Cemetery yesterday evening the remains of the late Mr. V. Gonsalves, founder of the Club de Recreio, were laid to rest, in the presence of a vast number of members of the Portuguese community.

The Very Reverend Father Spada, Rector of the Rosary Church, Kowloon, conducted the impressive service at the graveside, and the chief mourners were Messrs. H. and J. Gonsalves (sons of the deceased), Mr. J. Gonsalves (brother), Mr. H. Hyndman (father-in-law) and Mr. F. X. Soares (brother-in-law).

The Mourners

Those present among the members of the Club de Recreio included the President, Mr. E. V. M. R. de Sousa, and the Vice-President Mr. Leo d'Almada e Castro, Jr., and several other past presidents and officials of the Club.

A large number of floral tributes was placed over the grave, among which was a beautiful crucifix in white, the tribute of the Committee and members of the Club de Recreio.

Floral Tributes

Wreaths sent were as follows:—
"His sorrowing sons," "Anai and Tuffy," "Julio and Bebe," "Ebbly, Iza and family," "Godchild-Vera."

Carmon S. Alves, Jose M. Alves, Mr. and Mrs. A. A. Alves and family, Mrs. Botelho and daughters, Casimira F. Basto, Celeste M. Botelho, and sisters, Mr. and Mrs. F. H. Barnes and family, Mrs. O. D. Barretto, Mr. and Mrs. A. H. Basto, A. A. Rosello Botelho, Maria and Pedro V. Botelho, Mr. and Mrs. Leo d'Almada e Castro, Sr., Leo d'Almada e Castro, Jr., Carlos A. R. d'Assumpcao, Mr. and Mrs. E. J. de Figueiredo, Alfonso Leung, C. M. M. Monteiro, F. X. Botelho Monteiro, Mr. and Mrs. P. Mendes, Mr. and Mrs. A. C. Gomes, J. J. Edgar, J. Joseph, Mr. and Mrs. F. H. Mody, J. E. Noronha, O. M. S. Oliveira, Mr. and Mrs. A. A. Remedios, Mr. and Mrs. M. J. Rull, Mr. and Mrs. E. D. da Rosa, Angela M. B. da Rosa, and C. J. da Rosa, Carlos A. da Rosa (Acting Consul General for Portugal), Mr. and Mrs. J. A. V. Ribeiro and family, Mr. and Mrs. Julio Ribeiro and family, E. E. d'Encarnacao-Remedios, Pasco L. dos Remedios, Mr. and Mrs. E. V. M. R. de Sousa, Mrs. F. E. Eca da Silva, Wong Yu-tong, Fred A. Xavier, Mr. and Mrs. L. G. Xavier and family, Letitia dos Remedios Xavier, Isidoro M. Xavier, Moque, Marie and family, Xavier and Kintha, Annie and Souza, The Committee and Members, Club de Recreio, The Kowloon Tong Store, Messrs. Maxim and Co., Messrs. E. D. Sassoon and Co., Ltd., Staff of Botelho Brothers, Messrs. Tau Yau Yuen, Au Tat Hing, Messrs. Kwong On.

TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

W. M. C. A. (Taipo) is planning to install a short wave wireless set in the trailer behind the five piece man fire engine and tour the big city broadcasting the stench arising from the Garbage Heap at Taipo Market and the super-stench from the Round House at Taipo and Taipo Market Railway Stations. All five men hauling the engine are to have their trousers legs doped with antiseptic in order that the dogs shall move them along at a sufficient speed to make the dynamo work and thus ensure that everybody gets a bit.

Feeling that the special need of that malarial waste, the New Territories, demanded the formation of a body charged with the supervision of school broadcasting in the New Territories schools, the B.B.C. has devolved the educational responsibility for all such broadcasts to the Taipo District Council. This body is composed of the first prize bunch of law breakers in the Colony who have been known to allow workmen to repair the roads and even oil up the troubled waters where mosquitoes thrive on the Sabbath Day, and further to shake locks, to lead horses along the railway, crack bottles, etc., and why the B.B.C. should deal with such rough-nocks is non-understandable.

One of Taipo's secret sports is for, say five men to sit at a round table with their hands tied behind their backs. A nail is driven into the centre of the table, to which is attached a length of rope yarn. At the other end of the rope yarn is a mosquito tied up by the hind leg. A seventh man seizes up the mosquito with a stick, and it flies frantically round the table. As the mosquito passes, each man dives at him with his open mouth, until, finally, one man gets him, and he, of course, gets the prize, which usually consists of horse's neck.

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HONG KONG, SUNDAY, MARCH 2, 1930.

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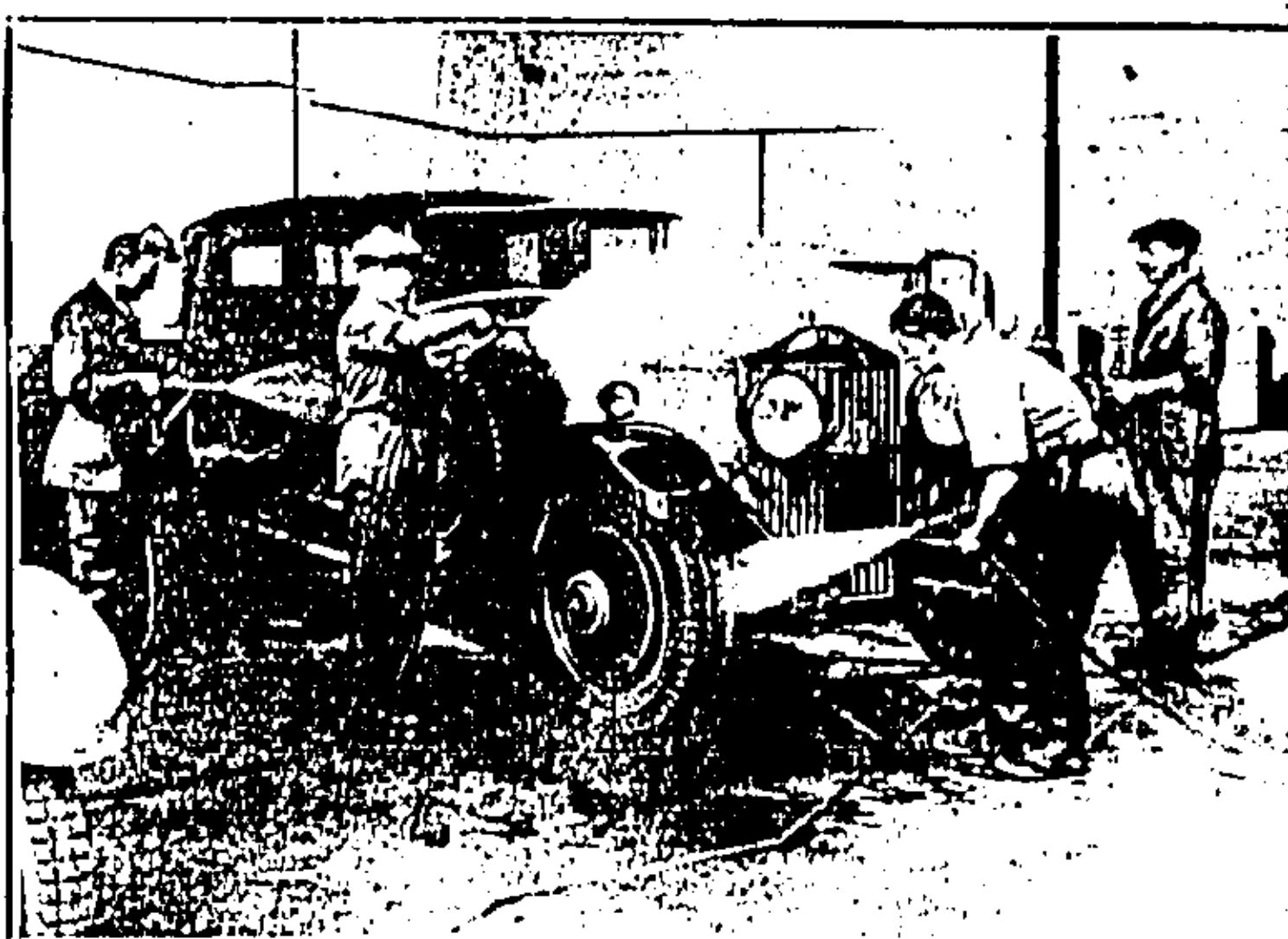


UNITED STATES DELEGATES.—The United States delegates for the great Five-Power Naval Conference on Disarmament. Left to right: General David A. Reed, Mr. Charles F. Adams (Secretary of the Navy), Col. Henry L. Stimson (Secretary of State), Senator Joseph T. Robinson, and Mr. Dwight W. Morrow, the United States Ambassador in Mexico. (Sport and General).



STUDYING FORM.—A section of the crowd at Happy Valley race course on Derby Day, studying the ponies' form. (A. Lock).

AN AMUSING RACE took place recently, called the "Coalmen's Race." Thirty London coalmen, each carrying one hundredweight of coal, raced round a track for a mile at the Drill Hall, Clapham Junction, London. (Sport and General).



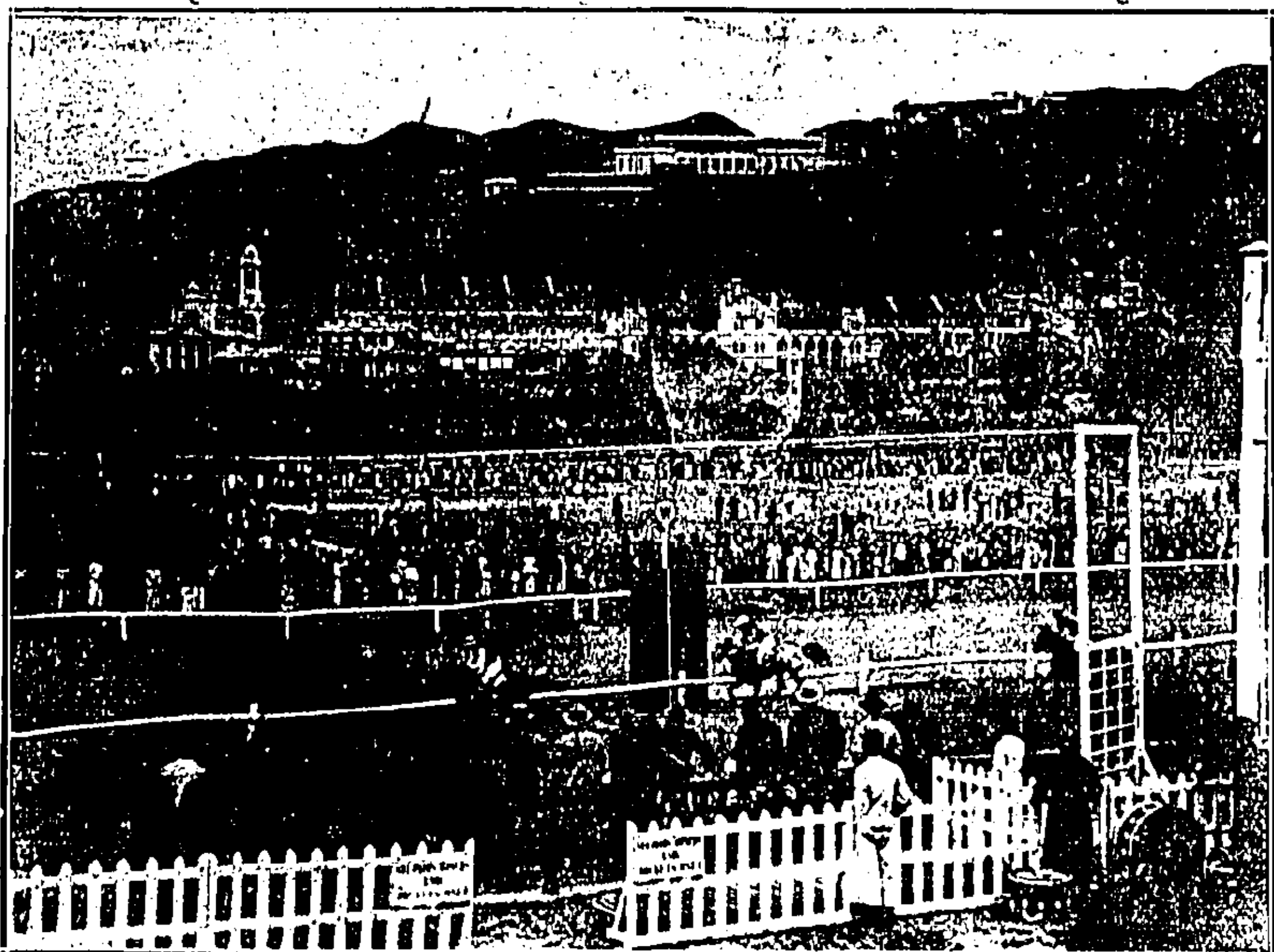
WASHED WHILE YOU WAIT.—The electric Myer pump spray washer, installed at the car mart garage, Notting Hill, cleans your mud-splashed car under twenty minutes. The water spray has a pressure of 300 lbs., and uses two gallons per minute. All mud and dust is forced off under pressure with no damage to the paint and varnish. (Sport and General).



BELGIAN TRIBUTE TO VAN DYCK.—The Burgomaster of Antwerp, M. Van Couwenert, placed before the Van Dyck Memorial in St. Paul's Cathedral, London, a bronze crown forged to mark the unveiling of the new memorial. A group of the Delegation on the steps of St. Paul's Cathedral. (Sport and General).



MRS. DUNBAR, who was successful in several races at Happy Valley, leading a pony from the course on Derby Day. (Artford).



A BIRD'S EYE VIEW of one of the races at Happy Valley on Monday. (Artford)



NOTHING LIKE SUCCESS.—A smiling jockey being led from the course by a charming Chinese lady after one of the races on Monday. (Artford).



BEFORE THE RACE.—A section of the cosmopolitan crowd gathered below the Grand Stand at Happy Valley. (C. W. Artford).

Cold, cheerless days,
Humid atmosphere, piercing wind.

Even the greatest precautions often do not protect the delicate mucous membranes of the respiratory organs against infections and colds.

Take Guaiacose

It strengthens the organism and makes it more resistant to colds and their sequelae, e. g. grippe, influenza, bronchial catarrh, inflammation of the lungs, as well as tuberculosis.

Taken in time, **GUAIACOSE** protects against colds and their sequelae.

It's Just like finding Money!

When you have that heavy feeling, or indigestion, or heart-burn, or an acid stomach, you will use **MERCIC'S**

MAGNESIUM - PERHYDROL

The supreme effective remedy with instant relief. Forestall the evil event by keeping a bottle in your home. In powder and tablets form. Obtainable from all dispensaries, and drug stores.

CHOCOLATES AND CANDIES FOR EVERY TASTE

A box of chocolates, or a pound of candy or toffee is always welcome in the house. See you go to the:—

THE CANADIAN CONFECTIONERY CO.
40, Queen's Rd. C. Opposite Queen's Theatre.



A BULLY PUP.—The Bull Terrier, Harlequin, aged two years, owned by Mr. K. C. Hurford, of the P.W.D., Hong Kong. This dog has a very distinguished pedigree. (K. Fujiyama).

Just unpacked
PLAIN AND PRINTED SILK AND
CREPE DE CHINE
in latest shades.
SHAWLS—HOURLY COATS—
KIMONOS, SILK UNDERWEAR
ETC., ETC., IN LARGE
VARIETIES
PRICES MODERATE.

KASHMIR SILK STORE
Opposite Queen's Theatre.



The Woman's Page



SUNDAY'S SUPPER

Cook some white fish carefully, and remove all the bones and skin. Cut into small pieces.
Mix these with some cold cooked macaroni and plenty of fresh lettuce.
Mask the salad with green-tinted mayonnaise, sprinkle with grated raw carrot, and decorate with pieces of stoned olive and strips of pimento.

MIRROR HINTS

How and Where They Can Be Used

There is no greater boon to the housewife who works out her own scheme of interior decoration, than the mirror, especially if her room be small or her windows are not placed in a manner that lends balance to the room. The mirror is, in itself, decorative, and is to be had in so many shapes—oval, oblong, panel and square—that some shape may be found, and some type of frame, that will be sure to fit in with the chosen type of furnishings.

Mirrors may be used in the hall, the living room, the dining room or boudoir, and there is practically little to be feared, if one considers their value of space. So many apartments have windows only on one side of a room, and many times the opposite wall is unbroken, even by a doorway.

This makes it difficult to preserve balance—especially of colour—for one makes the most of her window treatments, and thus masses her decoration on one side of the room. But a mirror carefully placed will reflect both the windows and their drapes, and the entire decorative scheme can be built around it.

Any number of apartments, and certain houses of the smaller type, have a hall so narrow that it presents a distinct problem to the decorator. In some of these halls a mirror may be used effectively, if the windows of the room into which the hall opens are placed opposite that opening.

The mirror, placed over a table of the console type, will reflect the windows, give an illusion of space and depth and provide colour. The glass may be crystal-clear, and the frame in Italian, French or Colonial style, finished in gilt, polychrome, gilt and blue or brown or any one of the more familiar woods.

TENNIS KIT

Tennis "fans" are showing a preference for the pastel shades, which do not after all distract the eye any more than white, so long as only one colour is used.

There is a tendency now for tennis coats to match dresses, instead of creating a vivid colour contrast, and there has been lately seen some delightful three-piece affairs, carried out in Shantung.

The skirts were pleated at the sides and the plain, sleeveless bodices were finished with lingerie collars, with narrow pipings en suite with the frocks and matching suede belts.

Pyjama Suit



A dainty three-piece pyjama suit in fancy crepe de chine. The coatee can be worn as a scarf or tie, as seen in photograph. (Marshall and Sadgrove's).

NOVEL COLOURS

From the Riviera comes the news that all the gay, youthful shades, pastel-blue, pink, buttercup-yellow, apple-green, etc., are being effectively combined with black.

One sees, for instance, a black crepe frock, with the skirt cut in godets of equal length, scalloped round the hem, and an inserted lingerie vest of pink killed georgette; and the accompanying coat, which may be made of fine faced cloth or tussore is carried out in the same shade of pink, with a touch of black at collar and cuffs.

Another model will have a skirt of black crepe "Sokol" (one of the new, supple spring crepes) and a bodice of apple-green satin, made up on the mat side; in this case two frills are set at the top of the skirt, basque fashion, and the end of the short bolero jacket, also, of course, black, forms a third frill at the waist.

Belge is out of favour as a single colour scheme, though it is often used rather effectively in conjunction with lacquer-red.

CHARMING BLOUSES

Quite a number of women are lamenting what they are pleased to describe as "the death of the jumper suit."

They have apparently not realised that although the jumper suit as a composite garment may not exist in the latest collections, its place has been very adequately taken by the blouse—a very charming affair in its modern variety which looks extremely smart when worn with an odd skirt that either matches or effectively contrasts in colour.

Only the jumper suit in another guise! So are we deceived!

SNATCH-PROOF BAG

A woman's handbag which is designed to foil the snatch-thief is exhibited in the London Section of the British Industries Fair at Olympia.

On one side of the bag—the side turned outwards when it is carried—is a strong leather strap or band. The owner puts her forearm through the loop formed by this band and the side of the bag, and for complete safety has only to close her fingers round the front edge of the bag.

"We designed and made this handbag as soon as the bag-snatching epidemic began," the exhibitor said, "and we are taking care to see that the price will bring it within reach of the majority of women."

FOR OUR DANCERS

To possess both health and beauty is the desire of every woman, but so often the pursuit of the second entails the loss of the first. There is, however, one beauty treatment which gives health as well; namely, dancing. Even ball-room dancing is most beneficial, but better still is either Greek or operatic dancing. This kind of dancing should be practised in your own room. It is easier if you put some appropriate tune on the gramophone.

Dance for about ten to twenty minutes every day, more if you are not tired. You will find you gain slenderness, suppleness and grace. If this practice is carried out regularly, you will acquire the bright eyes and rich glowing complexion only to be seen in women of perfect health. Although fashion now demands that the lines of the figure must be more feminine, slenderness is still necessary to show your clothes to the best advantage.

Dancing will give you that slender figure. Ball-room dancing in this Colony has its advantages and disadvantages as compared with ball-room dancing at home. For instance, in the former case out here the ball-rooms are usually open to the air. There is no chance of the close smoke-filled atmosphere of the home ball-room, which is so devastating to the complexion and ruinous to the health. Here we have open windows all round, and fans to disperse any smoke that may linger and keep the air fresh and clear.

At home so many of the dancing clubs in London are below the ground level. This causes bad ventilation and the atmosphere after the first hour or so resembles that of a London fog, and is most unwholesome. Nothing is worse for beauty or health than to spend hours in a hot, badly-aired room, choked with tobacco smoke. On the other hand, in this Colony we have the disadvantage of a climate quite unsuitable for dancing. Women have the advantage over men in the matter of evening dress.

For the Bathing Season



This striking beach suit consists of a backless bodice joined to bell bottomed trousers, and is carried out in a red, orange and white check Jacquard pattern. The unique beach "jewellery" is in painted cork, an idea which will become very fashionable this season. ("Dorville," London).

"TUCK IN" BLOUSES

Four distinct types of blouses are "in the picture" at the moment. First of all, the one cut on masculine lines, with a turn-down collar and link cuffs, suitable for sports wear or as an accompaniment to the severe type of tailor-made.

This "tucks in," and is to be seen in a variety of washing materials, linen-lawn, toile de soie, and all the washing silks.

Another favourite tailor-made style is cut on waistcoat lines, with a double-breasted front, finishing in points. Another, bloused slightly at the waist-line, with a cross-over front and tied at the side, will fit snugly over the hips.

And finally, there is the coatee shape, particularly suitable for wearing without a coat, though, as it fits closely and takes up little room, it can easily form part of a coat and skirt ensemble also.

VELVET'S THE THING

Plain velvets with patterned velvets make the smartest of the new Winter frocks. The patterned material is probably used for the entire frock, with the exception of the godets of plain velvet which are inserted low in the skirt. Carved velvet is a change from last season's materials. Moire velvets are used when something very smart is needed in the way of an evening frock, and chiffon, embossed with velvet flowers is still a great favourite. The softer the velvet and the more vaguely figured it is, the better it is liked.

SHOULDERS COME FIRST

There is a lot of talk about slender hips, and the art of corsetry is bent on improving their appearance—yet it is doubtful whether hips are so important as shoulders, at least on those house frocks of soft woolly materials and fine, jersey cloths. Billowy bertha collars in pale lawns and pique take the place of less imposing turn-over collars. Draped scarves are graceful, and fashions give a picture-frock look to the bodice. But, perhaps, the greatest virtue of the draped neck-line is that, in contrast, it makes the hips appear slimmer than they really are.

BRIDESMAIDS IN MARIGOLD

On February 4, Miss Joan Bromley Davenport and Mr. Ronald Morgan were wed in St. Paul's Church, Knightsbridge.

Mrs. Richard Norton's beautiful child Sarah was one of the leaders, and was accompanied by Mrs. Gerard Sandeman's daughter Susan, and by Miss Rosemary Lowther, the small daughter of the Hon. Christopher and Mrs. Lowther.

Six girls in all, and the two pages were dressed in fresh daffodil yellow. The girls' net frocks were made to shade from pale primrose to deep marigold to match the wreaths of these flowers on their heads. The boys had silk shirts, with velvet trousers.

In seeking for new ideas for the head-dress, Miss Bromley Davenport alighted on quite an original plan. In place of orange blossom or silver leaves she wore just a simple twist of the same parchment-tinted ring velvet of which her clinging gown was made.

Her veil of tulle fell over the dress just to the waist, at the back, and the train did not commence until the waist-line was defined, according to the latest law of fashion.

Seek Fame in Native Land



Petite Ruth Hato, Broadway's only Japanese chorus girl, is planning to seek fame and fortune in her own native land by producing an American musical comedy, in which the entire cast will be composed of Japanese actors and actresses.

THE DOLLY VARDON HAT SHOP

St. George's Building.

Opp. Savoy Hotel, Chater Rd.

Wash Dresses in American Prints.
New Wash Cretonne Coats.



Your skin needs special care in Winter

Let
"FINE-O-XINA"
do it.

Sold in all the Leading Stores,
Beauty Parlours and Dispensaries.

ALEXANDER'S INSTITUT DE BEAUTE

ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp—large, soft, smoother and more natural.

Pedder Building,
1st floor, Room 5,
Telephone C. 5169.

CHARGES MODERATE



We are the only specialists in Hong Kong who are skilled in the art of
FINGER and MARCEL WAVES.

Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

A visit will convince you.

Opposite entrance Hong Kong Hotel.

CHILD MIND

How to Shape It on Right Lines

The value of good reading for the growing child has never been questioned yet few of us take pains consciously to cultivate our children's tastes so that they will turn naturally to good books instead of trash.

Literary taste is cultivated in the nursery. If you hope to have your child enjoy good books when he is able to read for himself, you must select with an eye to their intrinsic merit the stories and poems which you read and tell him.

There is written for children a great deal of silly, sentimental stuff devoid of all literary or moral worth—idiotic prettifications about children and animals which are supposed to be a proper diet for the child mind.

The classic fairy and folk tales, told as simply as possible, and the Mother Goose Rhymes still remain among the best we have to offer children.

Recently some excellent things have been written in an effort to turn into stories the child's own experience of life. They have proven most successful in kindergartens and nursery schools.

It is worth getting the advice of experts to help you in selecting your child's books both while he is little and after he has already learned to read for himself.

MRS. BETEN.

The Peninsula Hotel Hairdresser
Specialising in
Permanent Waving, Hair Dyeing,
Finger Waving, Marcelling,
Hair Cutting, Scalp Treatment,
Dandruff Treatment, Electrical
Massage, Mole and Warts Removal,
Perfuming, Hair Removal,
Rejuvenating Masque,
Eye Brow Pluck, Shampooing,
Facials, Acne (Pimple) Treatment.
Manicuring for Ladies &
Gentlemen.
Tel. K. 681. Room 34.

NEW SPRING MILLINERY NOW SHOWING.

Kayamally Bldg.

Entrance Gordon's
Mezzanine Floor.

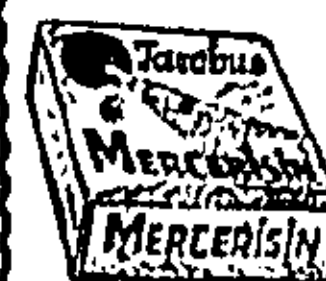
Also

AFTERNOON
GOWNS.

MERCERISIN

USED AFTER LAUNDERING
Brings back to Art Silk
Mercerised Cotton & Silk

The Original Silky finish and
Gloss, Crisp Silky Touch and
Sterilisation.



SIMPSON & CO.
China Bldg. --- 6th Floor.

PERMANENT WAVING

BY
AMERICAN SPECIALIST

LATE OF

NESTLE'S, NEW YORK.

PRIZEWINNER AT

AMERICAN MASTER'S HAIRDRESSING
ASSOCIATION. 1928.

JULIETTE BEAUTY SALON.
1, Wing Lok Building,
KOWLOON.

Tel. K. 1213.

Ask to hear on Victor Records the theme songs
from the following popular "TALKIES"

"THE SHOW BOAT"

"HALLELUJAH"

"SUNNY SIDE UP"

"GOLD DIGGERS OF BROADWAY"

"FOX FOLLIES OF 1929"

"BROADWAY MELODY"

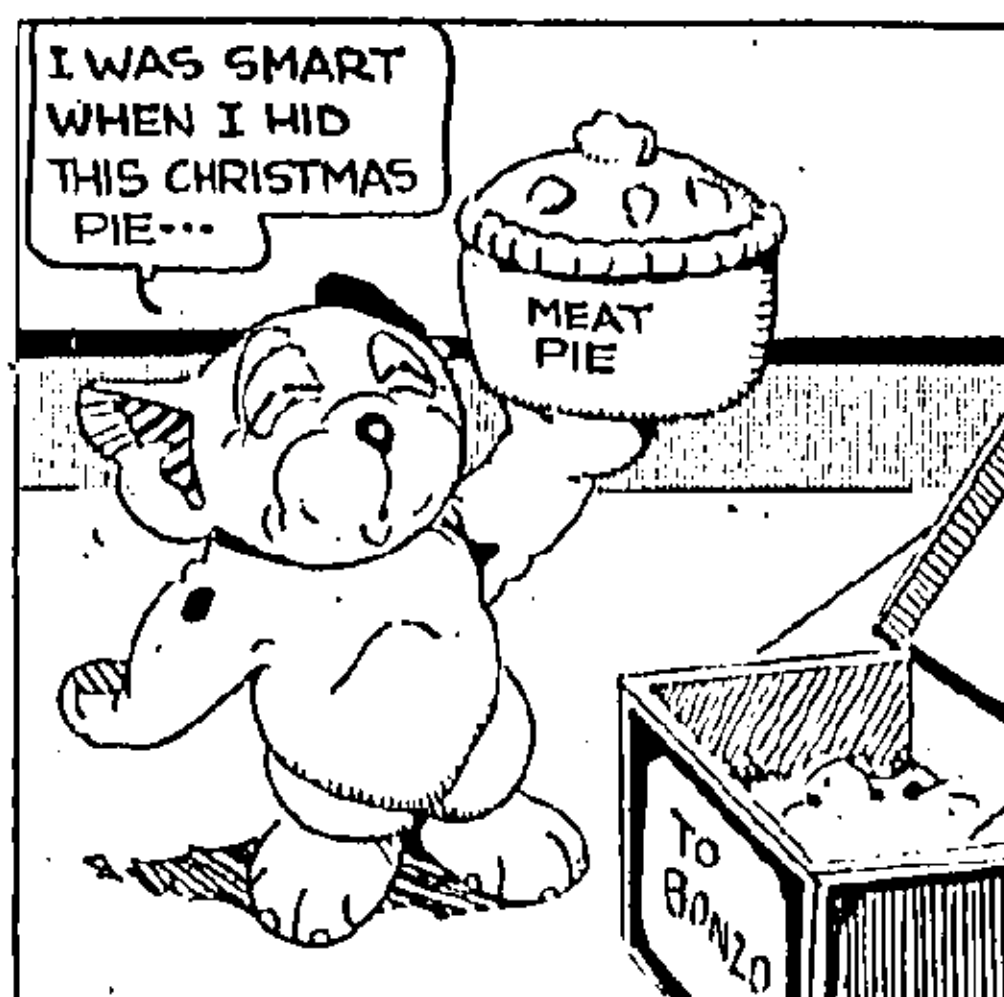
"HOLLYWOOD REVUE OF 1929"

S. MOUTRIE & CO., LTD.

CHATER ROAD.

BONZO

By George Studdy



JUST RECEIVED STOCK OF LYTERLIFE

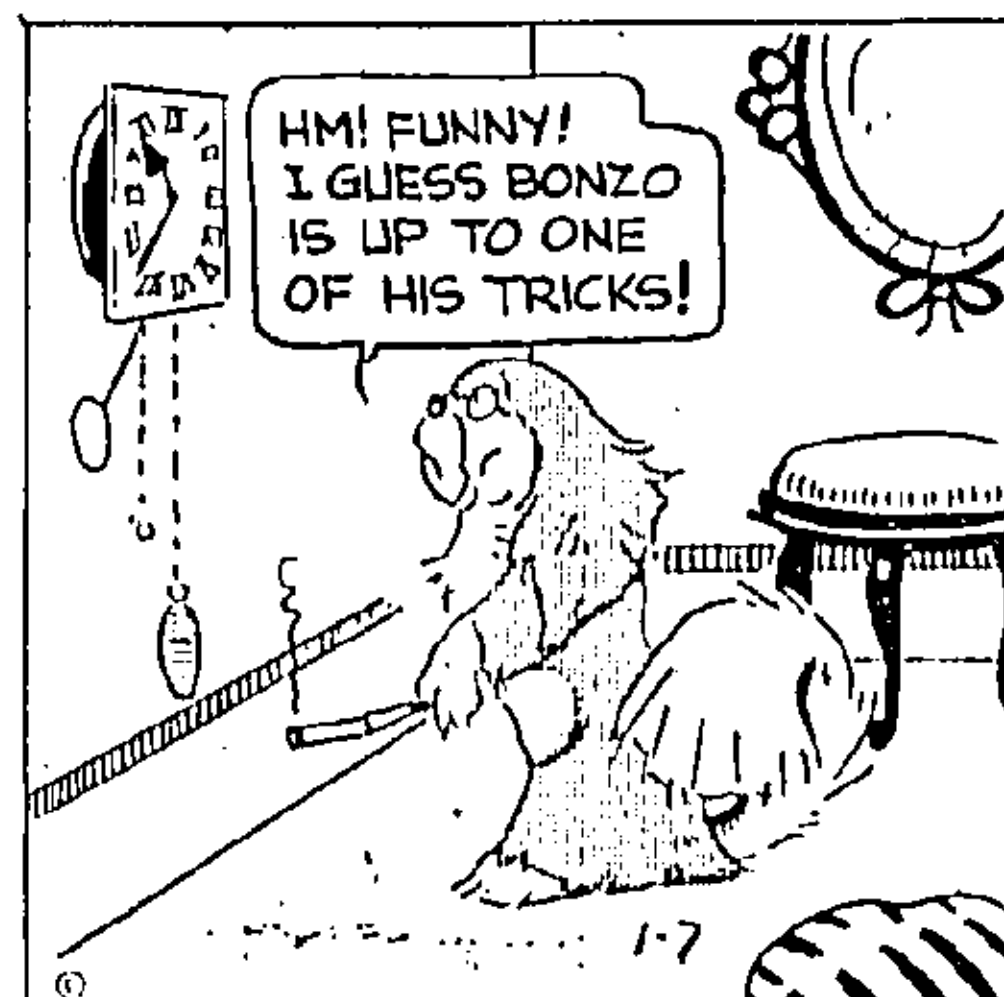
The Non-Liquid lighter fuel
Produces a clear white flame
No smoke — No Carbon

SENNET FRERES

Marcel Helmendinger & Levy.
(Successors.)

York Building

Chater Road



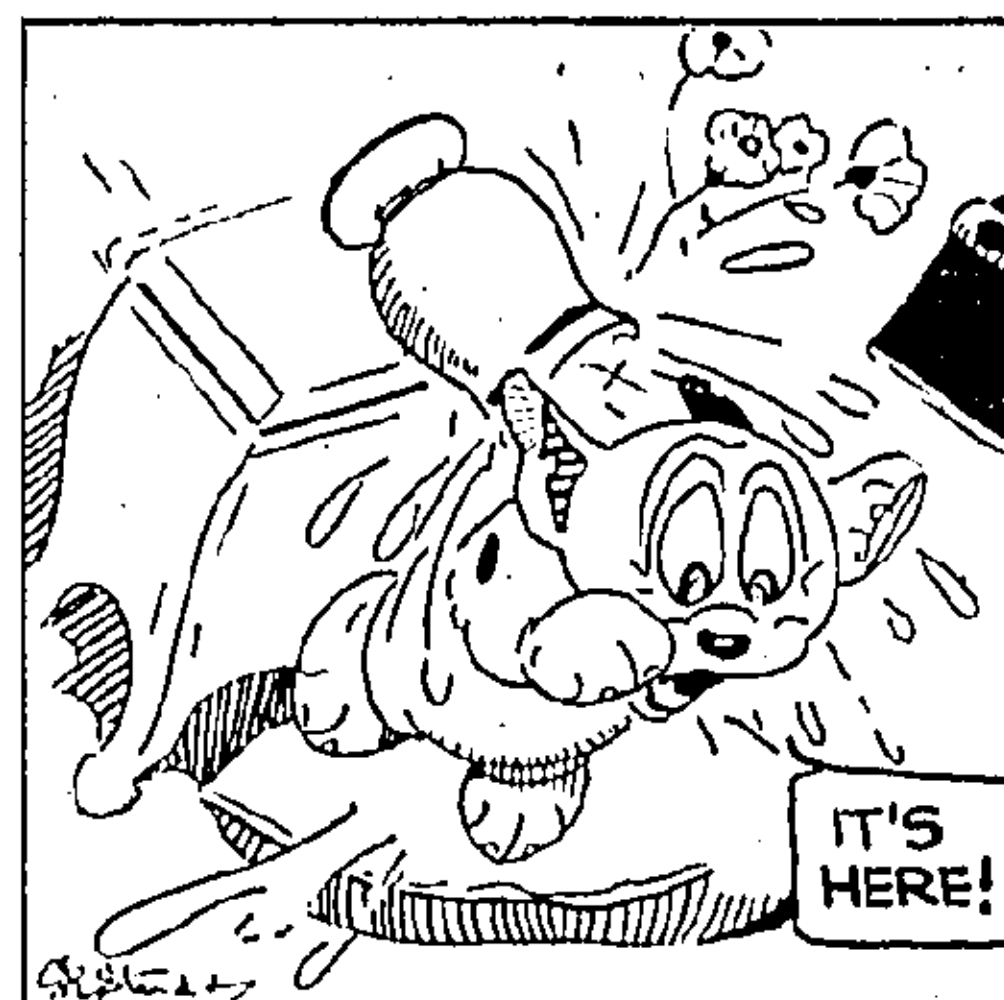
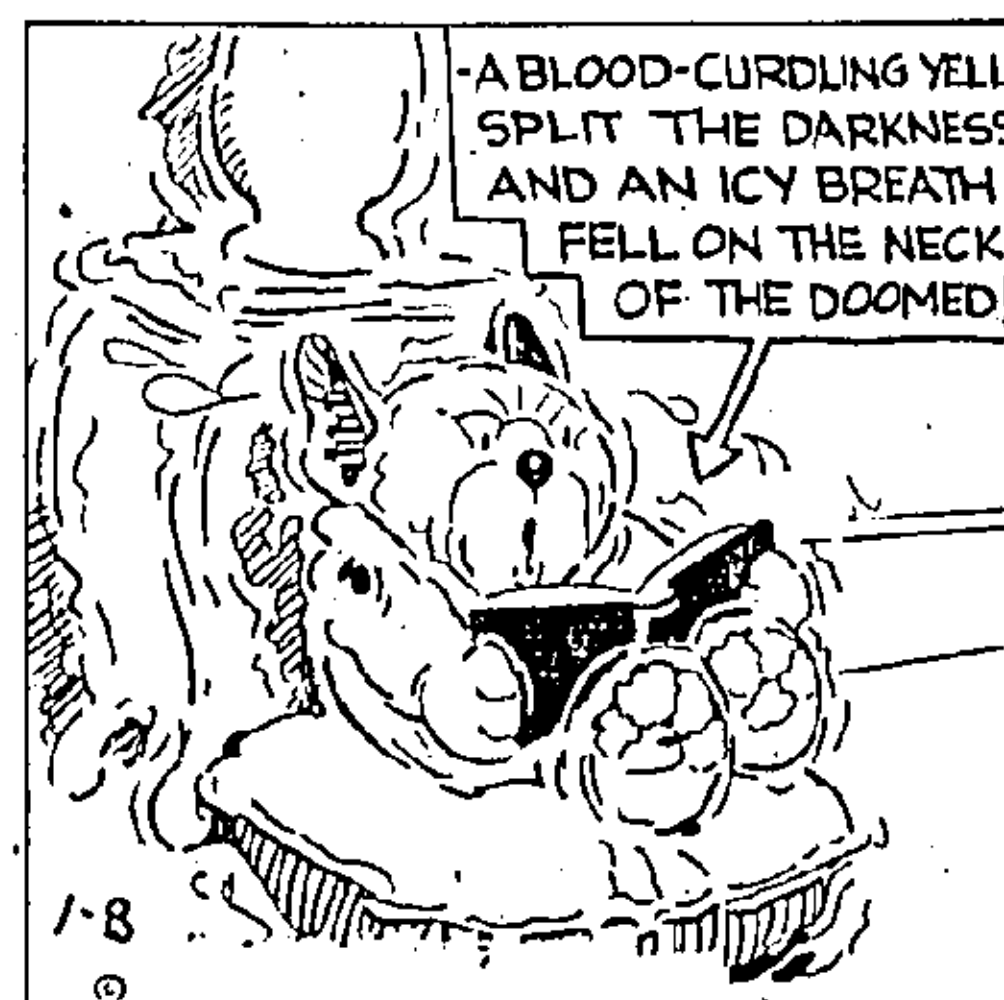
THE PRINCE'S CAFE

AN IDEAL RENDEZVOUS FOR A
QUICK SNACK, TIFFIN, TEA OR
DINNER. WINES ETC. SUPPLIED
WITH MEALS.

CHOCOLATES & CONFECTIONERY
ALSO ON SALE.

Queen's Road C.

Next to Kuyamally Bldg.



ELECTRICAL ENGINEERS

ELECTRIC MOTORS, LIFTS,
PRIVATE PLANTS,
X-RAY APPARATUS.
Installed, Overhauled and Repaired.

ELECTRIC SUPPLIES STOCKED
LOWCOCK & HO

China Building,

1st Floor.

Queen's Road C.

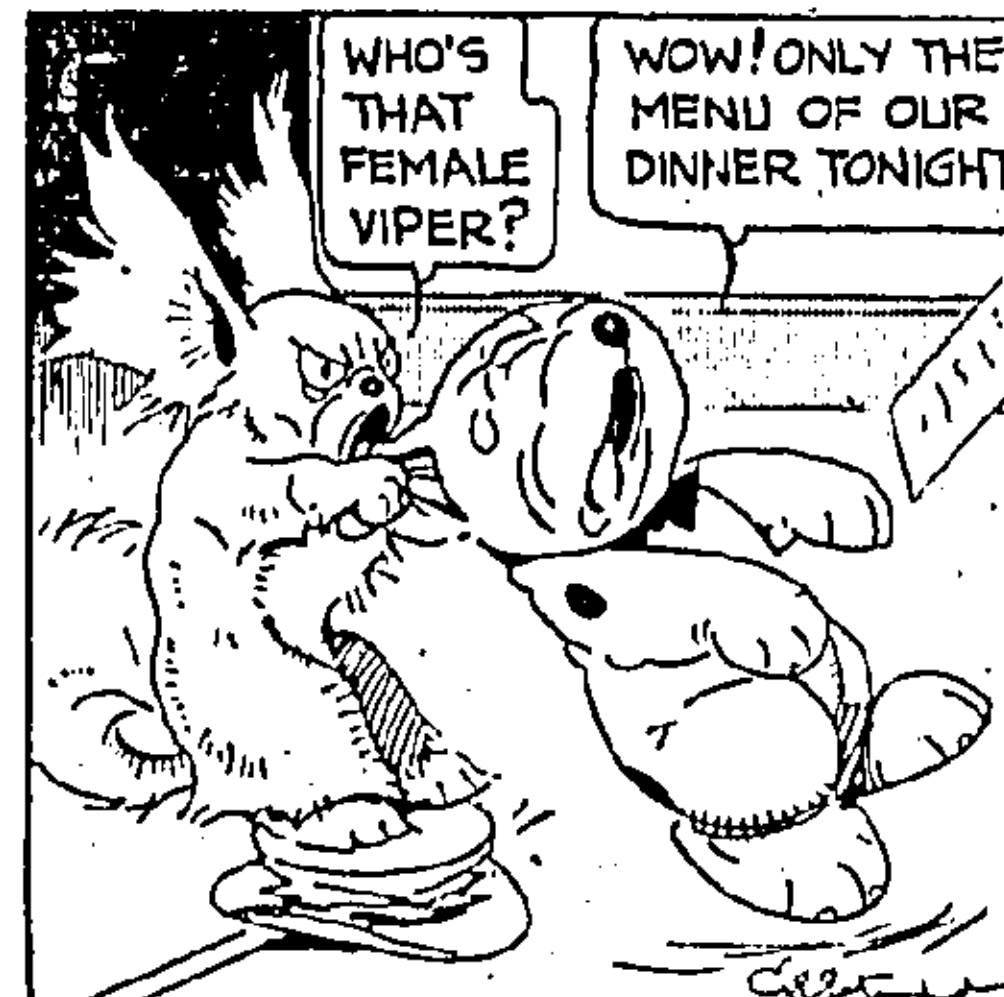
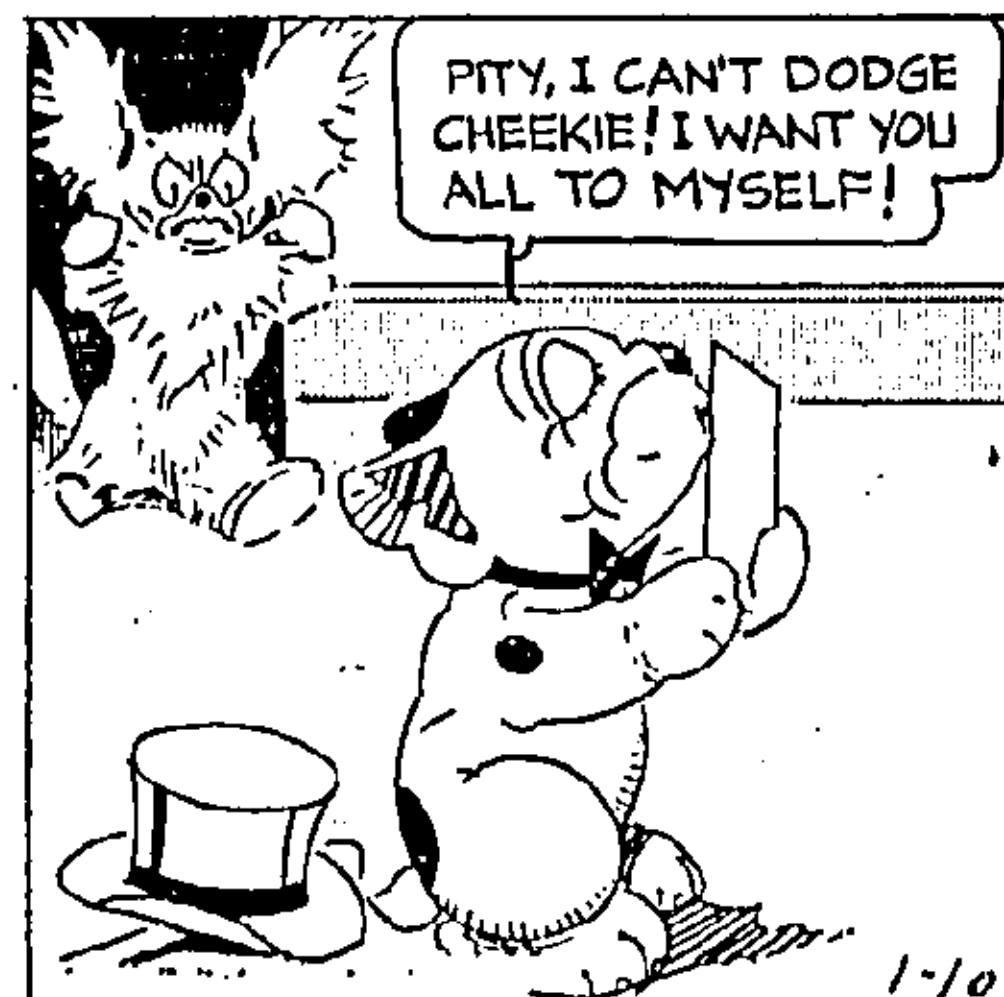


La Mode Beauty Shop

FOR
LADIES and GENTLEMEN.

Hairdressing and Manicure
by Expert Operators in
Hygienic Surroundings.

TO BE WELL GROOMED, PAY US A VISIT
39A, QUEEN'S ROAD CENTRAL. 1st Floor.
Entrance Pandora.



SPECIAL ANNOUNCEMENT
FIRST DISPLAYS OF NEW SPRING GOODS
ON
MONDAY, MARCH 3rd
NEW GOODS IN ALL DEPARTMENTS
INSPECTION CORDIALLY INVITED
WHITEAWAYS, THE STORE FOR VALUE. HONG KONG.

ROUND THE GLOBE IN PICTURES

Back from Honeymoon



Helen Wills, tennis star and her husband, Frederick S. Moody, jun., on their return from their honeymoon trip.

Police Duty in Egypt



Commandant Allen, of the Women's Auxiliary Service, London, with the two women who will service as policewomen in Alexandria, Egypt. This is the first venture of its kind in the way of police administration in a land so distant from London headquarters.

Fifty Years a Boat Captain



Mrs. Blanche Leathers, 60 years old, for 50 years has been a Mississippi River steamboat captain. She was pictured with a bottle of "Madelra" which was presented to her by Jefferson Davis, former President of the Confederate States, when he made a trip many years ago on one of her boats. The bottle bears the inscription: "Blanche, I brought this to you. Don't open this until your first boy comes." The bottle has never been opened. Mrs. Leathers has never had a child.

U.S. Banker Adviser at Hague Parley



Jackson E. Reynolds, New York legal and banking expert, photographed on the eve of his departure for Europe, where he will act as one of the advisory counsel to the American delegates assembled for the Hague parley. The thorny financial problems which the gathering will have to untangle are to be submitted to expert American opinion.

Decries Prohibition



Brig.-Gen. Clarence R. Edwards, wartime commander of the 26th (Yankee) Division, believes that simultaneous parades with floats throughout the country as an anti-prohibition demonstration would be extremely effective. He said, at a luncheon at Boston, "I am convinced that this prohibition law is the saddest thing that ever happened to America."

Sex Appeal Methods



Representative Ross A. Collins (D.) of Mississippi, has charged the U.S. Army with using "sex appeal methods" to spread a militaristic spirit through the colleges and universities of the country.

Statesman and Fiancee



Ex-President of Mexico Plutarco Elias Calles with his fiancée, Miss Leonor Llorente, watching a sport contest in honour of his return from Paris, where he went recently to recuperate from a nervous breakdown. This is the first picture of the two ever taken for the Press.

Former Golf Champion & His Inspiration



Gene Sarazen, former world's champion golf professional with his wife at the Winter home of Thomas Meighan, screen star.

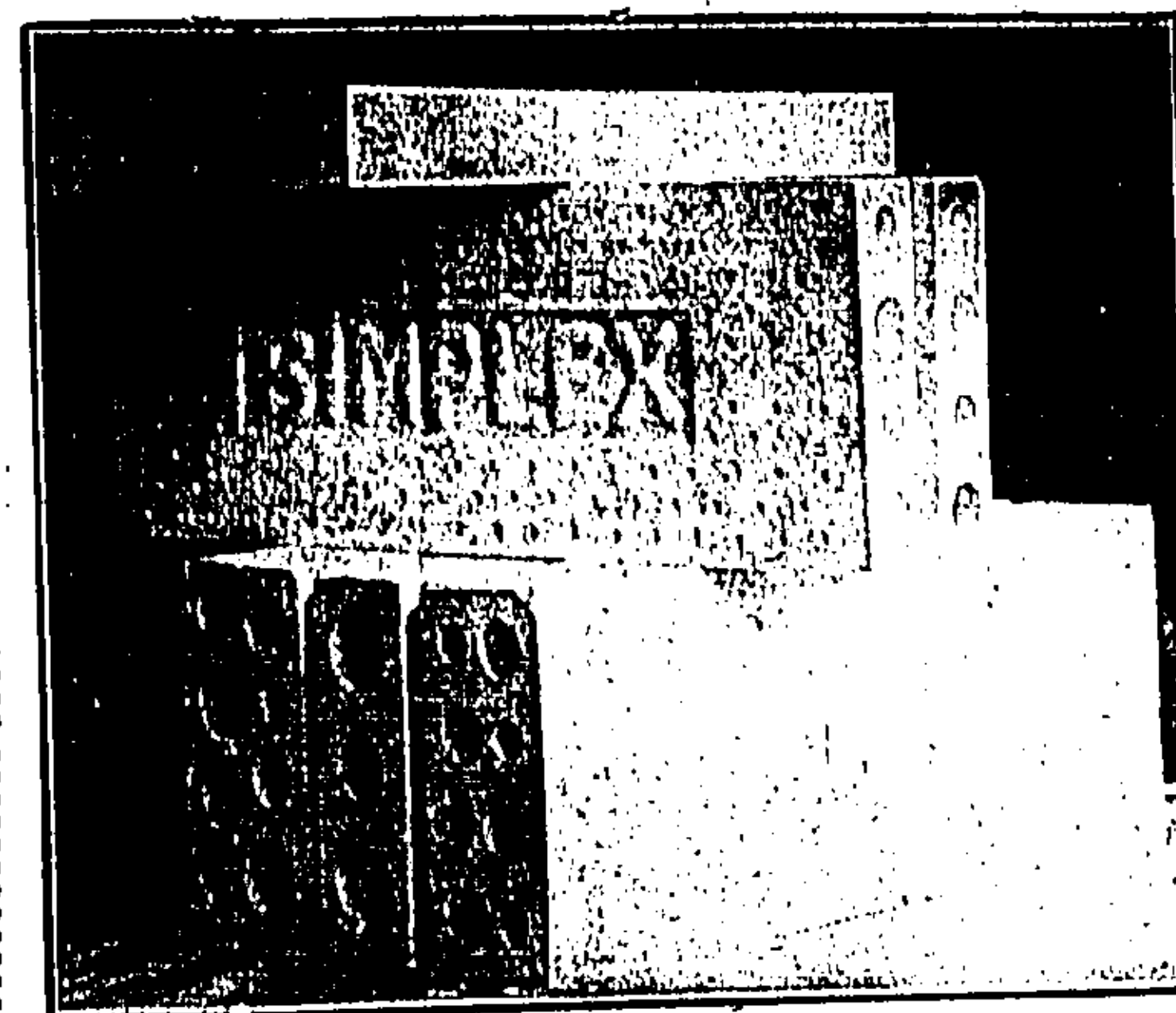
Future Sovereigns of Italy



This photograph of the royal bride upon whom the eyes of the world were recently focused is one of the first to be taken of them together. Prince Humbert, heir to the throne of Italy, and his bride, Princess Marie Jose, are shown at the Hotel de Ville (city hall), Brussels, during a reception held by the Municipality in their honour.

SIMPLEX PARTITION BLOCKS

FOR INTERNAL PARTITIONS.
Made of Pure Gypsum
FIRE PROOF & VERMIN PROOF.



FOR GREATER EFFICIENCY IN BUILDINGS.

USE
KEENE'S CEMENT, GYPSUM FIBROUS PLASTER,
PLASTER OF PARIS, GYPSUM PLASTER BOARD.

SIMPLEX PLASTER CO., LTD.
Telephone C. 3769. 2nd Floor, Powell's Building.

This extravagance menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum disease once they are contracted. Prevention is easier and less painful.

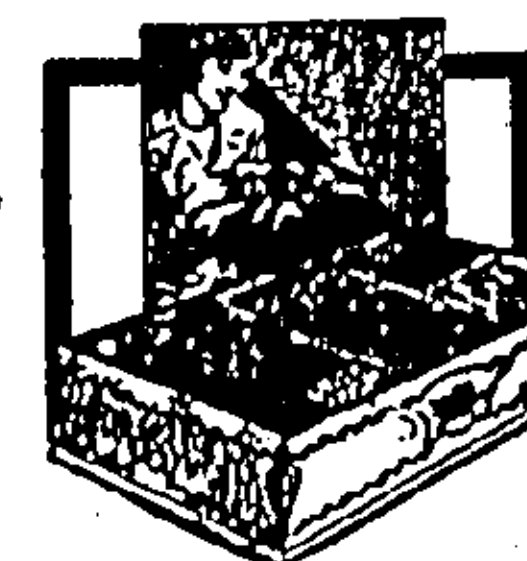
Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound... Forhan's for the Gums.

When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

★ 4 out of 5 after forty and thousands younger are in peril of the disease of neglect.

Agents: — MULLER, MACLEAN & CO., INC.



THE IDEAL GIFT
is a box of
SOCIETE CHOCOLATES
They will please mother, father,
sister, wife or sweetheart.

Also
BISHOP'S HARD CANDY
the best for the children at any time.

THE CAFE PAVILION
THE BEST CAKES IN TOWN.

Nathan Road,
Tel. K. 874.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED. We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 52, Nathan Rd.,
Kowloon. Tel. K. 1087.
Agents in Hong Kong: Tyeb & Co., 19, Queen's Rd. C., Tel. C. 648.

IF YOU ARE TOO BUSY TO WRITE HOME — DON'T

Just Post a Copy of the
"OVERLAND CHINA MAIL"
which gives all the News there is —
Both Local and Coastal

Better than One Hundred Letters
SINGLE COPY 25 Cents.
Subscription for home (including postage).
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

RADIO

TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

10.50 a.m.—Morning Service relayed from Union Church, Kennedy Road.

Voluntary.
Hymn: "Christ, Whose Glory Fills the Skies."
Prayer.
Lord's Prayer.
Hymn: "Dear Lord and Father of Mankind."
The Lesson.
Hymn: "Tell me the Stories of Jesus."
Notices and Offertory.
Silent Prayer.
Prayer.

Hymn: "O Lord, How Happy Should We Be."
Sermon—Rev. Frank Short.
Hymn: "O Love that wilt not let me go."
Benediction.
Voluntary.

Noon to 1 p.m.—Chinese Programme.

1.45 p.m.—Weather Report.

2-10.30 p.m.—Programme of H.M.V. Records by courtesy of Messrs. Montrose & Company.
"Cane, Sultan—Suite No. 3."
"Oh! My Warriors."
"Song of the Flea"—Peter Dawson.
"Rhapsody in C, Op. 7, No. 3."
"Farewell D'Automobile."
"On the Banks of the Allen Water."
"The Sweetest Flower That Grows."
"Edna Thornton."
"Staircase on the Veil."
Russian State Choir.
"Trees" (Rashbach).
"Invictus" (Huhn)—John Brownlee.
"ELGAR."
"Symphony No. 2, in E Flat, Op. 69"—The London Symphony Orchestra, conducted by the Composer.

10 p.m.—Close Down.

M.C.L.

Gathering in Aid of Funds

ARRANGEMENTS COMPLETED

In connection with the gathering at the Peninsula Hotel on March 28, organised by the Hong Kong Women's Guild and Ministering Children's League the *China Mail* is informed that detailed arrangements have now been made.

The management of the Hong Kong and Shanghai Hotels, Limited, have kindly consented to grant the use of the public rooms in the Peninsula Hotel on the date in question. It has been arranged that the Tea Dance will take place in the Rose Room, and that the Roof Garden will be set aside for mah jong, whilst in the public dining room on the first floor there will be Bridge and whist. In connection with the latter there will be no progressive games, it being anticipated that players would prefer to make up their own parties. In the case of Bridge there will be prizes for the highest points obtained and also a "booby" prize. Three rubbers will be played, and a definite time fixed for the closure of play. In the case of whist, play will consist of eighteen hands, and here again prizes will be awarded to the highest and "booby" scores respectively.

The afternoon's programme will commence at 3.30 and continue until seven o'clock. Tea will be served in all rooms from 4.30 till 5 p.m. In connection with the Tea Dance prizes will be given, the method of awarding being by a hidden spot on the floor.

At six o'clock an auction will be held, Mr. V. C. Labrum officiating. A sheep, signed football, and other novelties will be among the articles offered for sale. Bidding should be spirited.

A flat admission charge of \$2 will be made, and visitors will be free to dance or play any of the table games as they desire.

S.P.C.A. BALL

Rapid Sale of Tickets

Tickets for the Fancy Dress Ball organised by the S.P.C.A., are selling rapidly, and that the event will be a great success, is already assured. It is requested that all those who have bought tickets will book their tables without delay, otherwise, with the large number present, some confusion will be inevitable if booking is left until the last moment.

Although the sale of tickets indicates that there will be many small parties, several large parties have been arranged, one of which, numbering over thirty, has decided on a most novel uniformity of fancy dress.

Table reservations may be made at the Hong Kong Hotel.

VARSITY DANCE

Ricci Hall's First Annual Gathering

A COLOURFUL SCENE

The first annual dance of Ricci Hall of the University of Hong Kong was held at the hotel last night. There was a large attendance and, with excellent music supplied by the Brunswick Dance Orchestra, and plenty of fun from carnival novelties, everyone spent a very enjoyable evening. The hall was simply but effectively decorated, and with the pretty costumes of the ladies, presented a colourful scene.

Classical Dancing.
Much was added to the enjoyment of the evening by several musical and classical dancing interludes by the Misses Helen and Stella Ho and other artists, including Hawaiian music by Mr. Andrew Chan, and piano and musical saw solos by two modest performers who appeared on the programme simply as "Our Own."

Credit for the success of the dance is due to the officials of the hotel, who have been untiring in their efforts, and also to all the residents of the hotel, each one a very hospitable host who made the large number of visitors feel at home from the start.

The Officials.
Resident:—Rev. Fr. D. Macdonald, S.J.
Chairman:—Mr. E. Wong Tape.
Committee:—Messrs. J. J. Guterres, L. A. da Silva, Lee Kalleung, B. H. Schroter, Chung Sik-chiu, and Kwan Wing-hong.
Hon. Treasurer:—Rev. Fr. T. Cooney, S.J.
Hon. Secretary:—Koh Nai-po.

"AND SO TO BED"

Dates Fixed for A.D.C. Production

The dates for the A.D.C.'s performances of James Barnard Fagan's hugely successful costume play, "And so to Bed," have now been definitely fixed as follows:—
Saturday, Tuesday, Thursday, Friday and Saturday, March 22, 25, 27, 28, and 29 at 9.15 p.m.

It is hoped that this will be appreciated by people living in outlying districts and that there will also be a good attendance of students who should welcome the opportunity of seeing a costume play, which is such a rarity in the Far East, particularly one depicting life in the days of the "Merry Monarch" Charles II.

The play depicts a day in the life of the great diarist, Mr. Pepys. The author has explained that the day in question is not actually described in the diary and that it is entirely imaginary. He calls his work a comedy, but there are so many amusing situations that it might almost be described as a farce—and costume farces are rare.

Booking will open at the Anderson Music Company on Monday, March 10. We understand that the play will be elaborately mounted and dressed, so that full houses should be the order of the day.

BACHELORS' BALL

Happy Gathering at Club de Recreio

Artistically decorated and brightly illuminated the Clubhouse and grounds of the Club de Recreio, at King's Park, presented a picturesque and animated scene last night, when the Bachelors' Ball was held.

It was very largely attended and, with two orchestras playing the latest hits, dancing was kept up until almost 3.30 a.m., when the enjoyable party broke up, even then to the regret of many. All who attended were unanimous that the Ball was an unqualified success.

Supper was served on the Club lawn.

THE CALL OF THE WEST

I'm sick of Japan and Formosa,
I'm sick of Hong Kong and Malaya,
And far away spots on the chart are
No place for yours truly to stay.
I've had enough undersized chicken,
And milk that comes out of a can
The East is no region to stick in
For this one particular man.
I'm weary of curry and rice all
Commingled with highly spiced dope,
I'm weary of bathing with Lysol
And washing with carbolic soap.
I'm tired of itch skin diseases,
Mosquitoes and vermin and flies,
I'm fed up with tropical breezes
And sunshine that dazzles my eyes.
To eat without fear of infection,
To sleep without using a net,
And throw away all my collection of iodine, quinine, or cot,
To know all the noise and the clamour
The hurry and fret of the West,
I'd trade all the Orient glamour
That damned lying Poets suggest.
They sing of the EAST as "enthralling,"
And that's why I started to roam,
But I hear the Occident calling—
Oh, Lord but I want to go home.

NEW ADVERTISEMENTS

G. R.

HONG KONG TECHNICAL INSTITUTE

THE INSTITUTE will RE-OPEN on MONDAY, March 3. Students joining Classes held at Queen's College or the Bellios School will be enrolled at the Education Department office only; those joining Classes held at the Central British School, Kowloon, will be enrolled at that school.
Entry Forms and copies of Prospectus may be obtained at the Education Department or at the Central British School.

HONG KONG HORTICULTURAL SOCIETY

The ANNUAL SHOW of Flowers and Vegetables will be held in the

CITY HALL

on Thursday, March 6, 1930
from 3 p.m. to 7 p.m.

Admission \$1.

An orchestra will play and tea can be obtained.

Prizes will be distributed at 6 p.m. by Mrs. Southern.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FIRST EXTRA RACE MEETING to be held on SATURDAY, 8th March, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Entries CLOSE at 12 o'clock Noon on MONDAY, 3rd March, 1930.
Hong Kong, 19th February, 1930.

AMBULANCE CORPS

St. Joseph's College Concert

A benefit concert, the proceeds of which will be utilised for promoting the welfare of the St. Joseph's College Division of the St. John Ambulance Brigade, will be held in the Li Shek-ping Hall, at St. Joseph's College, Kennedy Road, on March 8, commencing at 7.30 p.m.

A very entertaining programme has been arranged, consisting of vocal and musical items to be contributed by local artists of repute. All attending are assured an enjoyable evening, besides having the pleasure of assisting a good cause.

VACCINATION

By Members of St. John Ambulance Brigade

The number of persons vaccinated—free of charge—by members of the St. John Ambulance Brigade, up to and including Thursday, February 27.

Chinese Y.M.C.A. Division	13,188
King's College Division (old)	4,055
King's College Division (new)	4,886
Railway Division	4,191
Indian Division	1,415
Kowloon Division	18,440
Mongkok Division	36,728
Shaokwan Division	5,625
St. Joseph's College Division	785
Motor Drivers' Association Division	1,917
Chinese Athletic Division	8,561
Un Long	917
Victoria Nursing Division	200
Y.W.C.A. Nursing Division	330
Total	101,134

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of the Sale by Public Auction to be held on MONDAY, the 3rd day of March, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sale	Boundary Measurements	Locality	N.	S.	E.	W.	Cultural in Sq. feet	Annual Rental	Upset Price
			ft.	ft.	ft.	ft.	about	\$	\$
Lot 1000	As per plan	plan, 22,200					100	100	100

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No. of Sale	Boundary Measurements	Locality	N.	S.	E.	W.	Cultural in Sq. feet	Annual Rental	Upset Price
			ft.	ft.	ft.	ft.	about	\$	\$
Lot 1000	As per plan	plan, 22,200					100	100	100

HOUSEHOLD COAL

SELECTED GRADE LUMP COAL.

Upper Levels . . . \$21.00 per ton
Mid-Level . . . 20.00 per ton
Central District . . . 19.00 per ton
Kowloon . . . 21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton
Mid-Level . . . 18.50 per ton
Central District . . . 17.50 per ton
Kowloon . . . 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,

French Bank Building, Des Voeux Road Central.

KAYSER SLIPPER HEEL HOSIERY

NUMBER 102X continues in the popular favor of smart women. Seasonally it changes in color only to conform to the mode. The quality never varies . . . the silk is all pure thread and pure dyed. It is woven finely, evenly, flawlessly. And, of course, the "Slipper Heel" feature is a joy forever to those who seek a way to slim, trim ankles.

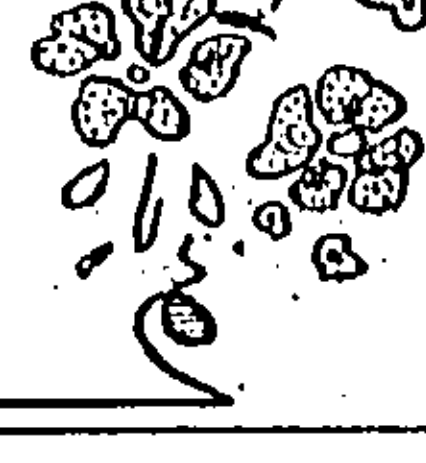
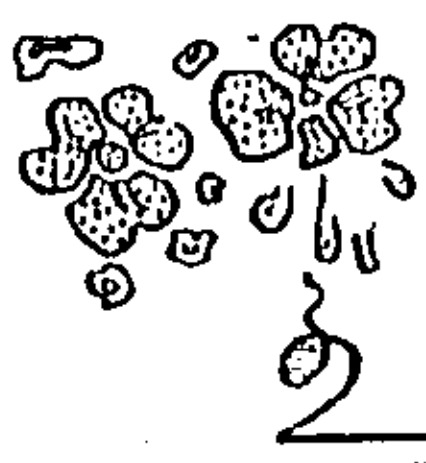
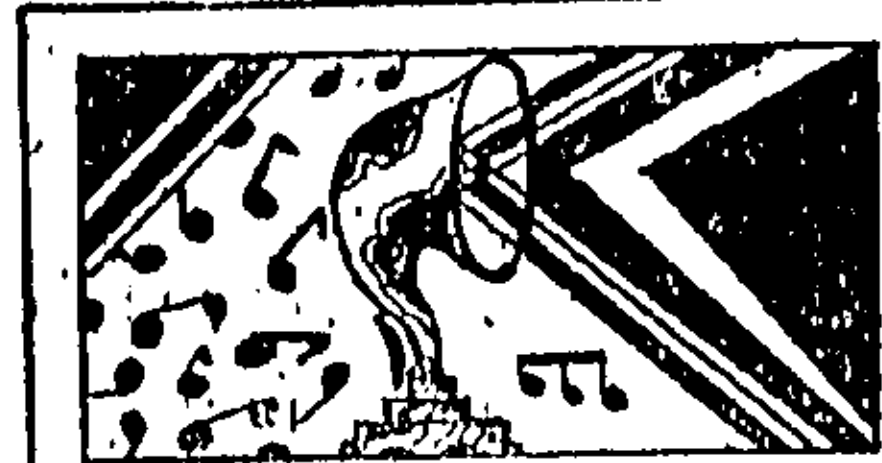
Kayser



There's Quality in CAPSTAN CIGARETTES



W.D. & H.O. WILLS, Bristol & London



MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(Daily at 2.30, 5.10, 7.15 & 9.20.)

To-day to Tuesday:—Marion Davies in her all-talking success "Marianne" with Lawrence Gray and Cliff Edwards (Ukelele Ike). A fast moving comedy of the A.E.F. after the war.

From Wednesday:—The first co-starring feature picture of Mary Pickford and Douglas Fairbanks, "The Taming of the Shrew" an all-talking, all-laughing adaptation of Shakespeare's immortal comedy.

WORLD THEATRE

At 2.30 & 7.15Interpreter.
At 5.15 & 9.20Orchestra.

To-day to Tuesday:—At the 2.30 & 7.15 performances, "Daredevil's Reward" and Episodes 5 & 6 of "Perils of the Jungle." At 5.15 & 9.20 "Laugh Clown Laugh." The return of one of Lon Chaney's greatest and most appealing pictures.

Wednesday to Saturday:—At the 5.15 and 9.20 performances only, "Love," a lavish screen version of N. Tolstoy's famous novel "Anna Karenina." Starring John Gilbert, Greta Garbo and George Fawcett.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20.)

To-day and To-morrow:—Ivan Mosjukkine, Europe's screen idol in "Casanova, the Prince of Adventurers."

Tuesday and Wednesday:—A super comedy, "The Nervous Wreck" with Harrison Ford and Phyllis Haver, an all-laughing riot!

Thursday to Saturday:—"Caught in the Fog" May McAvoy and Conrad Nagel in a splendid romance.

"WORDS & MUSIC"

Lois Moran's First Revue

The "Hunting" number of "Words and Music." Fox Movietone musical revue comedy week to the Queen's Theatre's audible screen, tells a delightful love story with all the glamour and descriptive beauty of a romance novel. The scene is laid in Britain in the hearty days of 1830. A young man is given a bachelor dinner by his comrades on the eve of his wedding. After a gay evening of song they call upon their honour guest to tell of his love romance.

He does so in a hauntingly sweet song, "Too Wonderful for Words." His bachelor friends ask the bridegroom-to-be how he ever met such a wonderful creature as he lyrically describes. The scene changes and we see the exterior of the Bishop and Hook, old British country inn. Hunting dogs and villagers are in the courtyard, the hunt, apparently, just having ended. The hunters ride in and dismount. All is gay and colourful confusion. One of the young hunters dances for the crowd, and Boots and the maid also dance until the irascible old innkeeper orders them to their work.

The past-chase dashes up with a tooting of horns and barking of dogs. Ladies of fashion dismount. The bridegroom-to-be, one of the hunters, opens the door of the coach and a beautiful young lady steps out. She is looking for her uncle who is to meet her at the inn. The uncle fails to appear and the handsome young hunter makes the best of his opportunity, making love to the girl. She does not repulse his advance.

And that, he tells his bachelor friends, was the beginning. Lois Moran is the girl the bride-to-be, David Percy, the young lover, Dorothy Jordan, Broadway favourite, is a young huntress who dances, and Jac Wade and Muriel Gardner are Boots and the maid, respectively.

The number is colourfully and charmingly staged in settings that bear the stamp of historical authenticity. Dave Stamper, noted popular song writer, wrote the music, and Marian Thompson, author of numerous musical comedies, provided the lyrics.

Patrons of the Queen's Theatre would do well to make their reservations early. Booking in advance may be made for the first half of this gala month.

COMEDY OF MARION DAVIES IN "MARIANNE" BRINGS STORM OF LAUGHS

When Marion Davies slips away and dons the uniform of a French officer in a hilarious scene in the all-talking, "Marianne", which opened yesterday at the Queen's Theatre, that's all we wanted to see to know that the picture will be cheered for her regiment of fun. For the minute this vivacious little comedienne is allowed to clown in masculine masquerade, that is all you need to evoke howls of delight. There is nobody who knows how to mimic quite like Miss Davies and certainly, nobody would care to see them if they did—at least not after seeing her effish performance in this new feature.

Metro-Goldwyn-Mayer has given Miss Davies a perfect vehicle for her versatile talents in this new film and as the wistful little French mademoiselle who just can't help falling in love with an A.E.F. buck private she scores new triumphs. Her performance is splendidly balanced and her negotiation of the sudden descent from comedy to tragic drama is nothing short of perfect.

Lawrence Gray, New York musical comedy star, is seen opposite Miss Davies as the doughboy sweetheart and he achieves a sparkling characterization behind which a magnetic personality shines glowingly. George Baxter, as the blind French soldier who returns from war to find his sweetheart in love with an American doughboy, is touchingly convincing, especially where he realizes how he would hopelessly burden her and makes a noble sacrifice for her happiness.

Robert Z. Leonard directed the picture from an original story by Dale Van Every and Laurence Stallings and has done so with keen appreciation of the lighter moments as well as the stark episodes that come swiftly as a climax of potent dramatic suspense.

The supporting cast is particularly well chosen and includes such sterling players as Cliff Edwards, Benny Rubin, Emil Chautard, Scott Kolk, and others of note.

"TAMING OF THE SHREW" FAST-MOVING COMEDY

When a beautiful girl counters a legitimate proposal of marriage tendered by a handsome young man with such a statement as: "I'll see thee hanged," things are bound to happen. And happen they do in "Taming of the Shrew" which comes to the Queen's Theatre on Wednesday as the feature attraction and likewise brings Mary Pickford and Douglas Fairbanks to the screen together for the first time.

From the opening shot to the final fadeout, "Taming of the Shrew" is just one long, glorious laugh. From the first moment gay but stubborn Petruchio (Douglas Fairbanks) pays eyes upon his bride to be, the stormy, tempestuous Katherine (Mary Pickford) there ensues a battle of wits and wills. Loving her fiery temper, and intrigued by her defiant remark: "I'll see thee hanged!" Petruchio sets about unconsciously to tame the Shrew. To make things more complicated, he employs the very tactics that have won her the cognomen of "wildcat" throughout all of Italy. How she resists, and how the ultimate solution is worked out could only be told by Shakespeare.

In this screen story of the Bard's immortal comedy, brought to the screen for the first time in the history of motion pictures by Mary Pickford and Douglas Fairbanks, every bit of essential dialogue, comedy and striking situation has been left intact throughout the production. This was accomplished by Sam Taylor, the man who directed "Taming of the Shrew" and, before that, "Coquette," which established Miss Pickford as one of the greatest emotional actresses the screen has ever seen. Taylor succeeded in retaining all the humanness which characterizes Shakespeare's works, and yet enhanced the scope of the play through the medium of the motion picture camera.

Critics who have seen the "Taming of the Shrew" hail it as an achievement in sound-recording, thanks to the innovations supplied by David Forrest, who was responsible for the microphone work on "Coquette."

Among the featured players who support the two stars in the comedy are Joseph Cawthorn, Clyde Cook, Dorothy Jordan, Geoffrey Wardwell and Edwin Maxwell.

Lawrence Gray, who shows that he has a splendid voice when he plays opposite Marion Davies in "Marianne", is to be given a chance by M.G.M. to play the lead in "The Song Writer," from the play by Crane Wilbur which Marshall Neilan will direct.

QUEEN'S THEATRE

TO-DAY TO TUESDAY
At 2.30, 5.10, 7.15 & 9.20.

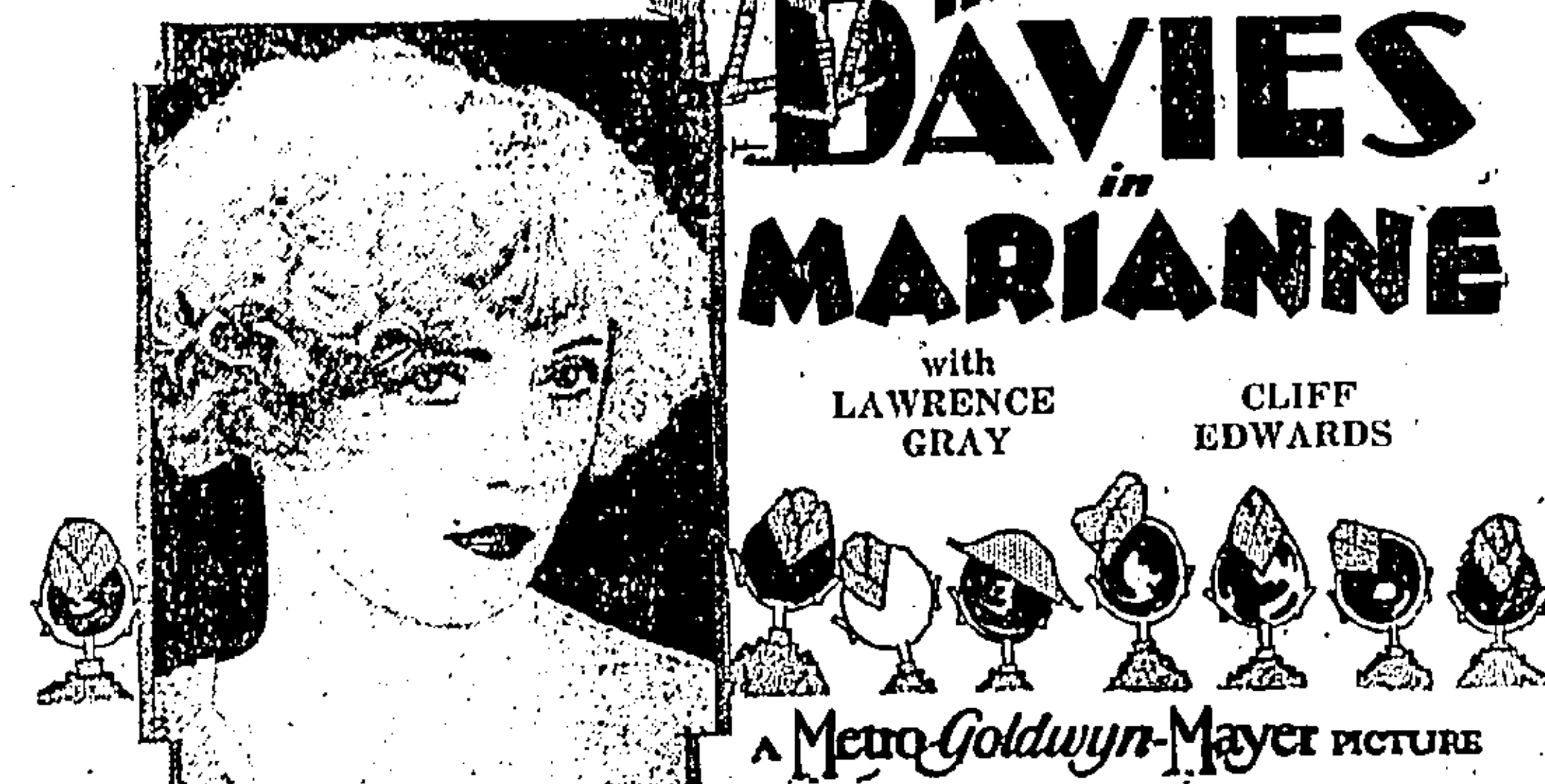
SHE COMMANDED MORE RESPECT THAN A GENERAL!

What a following this pert ma'am-selle had among the American doughboys!

You'll love Marion Davies too in this post-war comedy riot! A barrage of loud, lingering laughs!

ROBERT Z. LEONARD

Production



ALL TALKING—SINGING

6 FEATURE ATTRACTIONS 6

ALL FOR MARCH

MARRIANNE

TAMING OF THE SHREW

WORDS AND MUSIC

BROADWAY

TRESPASSER

COCK-EYED WORD

BOOKING FOR FIRST THREE FEATURES NOW READY.



in an adaptation of Shakespeare's

"TAMING OF THE SHREW"

ALL-TALKING... ALL-LAUGHING COMEDY SMASH!
FROM WEDNESDAY. BOOKING NOW READY.

LON CHANEY

Remarkable Role In "Laugh Clown, Laugh"

Lon Chaney, in his first clown role since his sensational success in "He Who Gets Slapped," comes to-day to the World Theatre, for the 5.15 and 9.20 performances till Tuesday, when he will appear as the central figure of Herbert Brenson's elaborate production, "Laugh Clown Laugh." The play, adapted by Metro-Goldwyn-Mayer from the celebrated stage drama, sees Chaney starring in the role of the tragic clown made famous before the footlights by Lionel Barrymore.

The new picture is a vivid drama of backstage life of the theatre, with Chaney in the role of a clown who, for the happiness of the woman he loves, makes a great sacrifice.

"LOVE"

Based on Tolstoy's Famous Novel

John Gilbert and Greta Garbo, who as a team scored one of the sensational successes of the year in "Flash and the Devil," and whose real-life romance immediately following furnished gossip for film fans the world over, appear again before the camera, for the first time since, in "Love," Metro-Goldwyn-Mayer's spectacular filmization of "Anna Karenina," Tolstoy's classic of Russia, which comes to the World Theatre on Wednesday.

The new picture, one of the most gorgeous and spectacular film romances of the season, presents both in roles that perhaps fit them better than any others that could be imagined. Gilbert, splendidly uniformed, is seen as the debonair and romantic Count Vronsky, a role that recalls his great hit in "The Merry Widow," with Miss Garbo in the role of the tragic Anna, who sacrifices all for love, only to be dogged by a strange and sinister doom.

Edmund Goulding directed the new picture, which was staged on a lavish scale. The cast is notable, including George Fawcett, who played in "The Merry Widow" as the Grand Duke; Brandon Hurst as the husband, Count Karenin; Philippe De Lacy, Emily Fitzroy, and others of note.

Among the players are several interesting characters; Prince Youca Troubetzkoy, playing a staff officer; General Michael Pleschko, former Russian army commander, who fled from the revolution, and General Theodore Lodi, another Russian refugee, as generals on the Grand Duke's staff.

Spectacular reproductions of Russian castles, a great cathedral and other elaborate detail form a background for this vivid story of the love between a young count and the heroine of this vivid play. The picture is one of the most pretentious productions of the new season, and one of the most interesting screen dramas of years.

SIDE-SPLITTING COMEDY

Mary and Doug's Latest

Mary Pickford and Douglas Fairbanks are together on the screen for the first time in "Taming of the Shrew," the uproarious talking picture version of Shakespeare's comedy sensation which comes to the Queen's Theatre on Wednesday. Every line of dialogue used in the picture stands as written by the Bard himself.

As directed by Sam Taylor, maker of Harold Lloyd's great comedies including "Girl Shy" and "Safety Last," this tale of a lovely young spitter tamed by a daredevilish young love-maker, is a deluge of laughs from start to finish. Doug storming through high society in a tramp outfit on his wedding day and with his bride bolting from the marriage feast in a driving rain are but two of a host of side-splitting situations.

A cast of stage notables appear in support of the stars.

HOLLYWOOD HAPPENINGS

Vilma Banky and Rod La Rocque are very emphatic when discussing the sacrifice of time and personal inclination that is demanded of film people. They are building a beautiful mountain lodge at Lake Arrowhead, you know, but work on her latest picture, "Sunkissed," has made it practically impossible for Mrs. La Rocque to devote any attention to their charming retreat, of late. Director Bentzon has promised her, however, that he will be finished sometime in December. Ramon Novarro's ash in "The House of Troy," his new Metro-Goldwyn-Mayer talkie, is twelve feet long and has to be put on by

"CASANOVA"

The Prince of Adventurers

Ivan Mosjukkine, who will be remembered for his excellent acting in "Michael Strogoff," is the leading player in "Casanova, The Prince of Adventurers" which will be shown to-day and to-morrow at the Star Theatre. The story, founded upon the life of one of the greatest lovers of all ages, is one of the most colourful romances ever adapted to the screen. From a wealth of material, the producer has built up a tale that brims over with the splendour of the courts of action. Ivan Mosjukkine fairly revels in the silken fascinations of the role of the great romantic lover.

Amid scenes that range from the beautiful waters of Venice to the Court of Catherine of Russia, the character finds the beautiful ladies of his heart's desire, and loves them exquisitely. "Casanova, The Prince of Adventurers" is more than a love story—it is a tale of adventure, full of exciting incidents, not the least being two thrilling sword duels, one of which is strongly reminiscent of Douglas Fairbanks.

When this picture was first shown in Paris it was hailed as a triumph for Europe. Wrote one critic: "We watched in astonishment this magnificent, incomparable film, splendidly mounted, an incontestable proof of the value of Continental films." Another said: "It is a film equal to the greatest and most artistic American productions. 'Casanova' has been mounted with unequalled magnificence. In the gorgeous settings, the massed scenes, and the lighting, the drama has attained a romantic splendour never before realised."

HILARITY THE RULE IN EVERY SCENE OF "THE NERVOUS WRECK"

Hilarity distinguishes "The Nervous Wreck." At Christie's latest laugh special featuring Harrison Ford, Phyllis Haver, Chester Conklin, Mack Swain and Hobart Bosworth, which will be on view at the Star Theatre next Tuesday.

Mr. Ford, well known romantic leading man, proved himself a fine comedian by his performance in "Up in Mabel's Room." This was one of Ford's first opportunities at comedy, and it is said it offered him only a small part of the comedy possibilities contained in the title role of "The Nervous Wreck."

Phyllis Haver, a graduate from the Sennett comedy school, is one of the brightest feminine lights in the feature comedy field, and the names of Chester Conklin and Mack Swain are synonymous with laughter. Scott Sidney, director of "The Nervous Wreck," has directed practically all of the Christie feature comedy hits, including "Charley's Aunt." The screen rights of "The Nervous Wreck," F. McGraw Willis, has likewise written the scripts for such Christie features as "Up in Mabel's Room" and "Charley's Aunt." The screen rights of "The Nervous Wreck" were purchased at heavy expense and against high pressure bidding. The picture conforms closely to the celebrated Owen Davis play, but presents the story on a far grander scale. The difficulty of presenting vast open plains, Arizona cattle ranches and boundless desert, met with in starring the play, was nothing to the Christie forces who actually produced the western force just as it was described in the original best seller by E. J. Rath.

NAGEL-MCAVOY IN CROOK HIT

May McAvoy playing a crook? Yes, my child, that is the newest role of this small patrician beauty in "Caught in the Fog," the Warner Bros' mystery comedy in which she and Conrad Nagel are co-starred.

After an unbroken succession of portrayals of characters of strict virtue and high social position, dainty May McAvoy steals aboard a millionaire's houseboat off the Florida coast with the intent of adding Charles Gerrard as a sleek bandit in stealing a famous string of pearls. However—Howard Brotherton directed "Caught in the Fog," which Charles Condon adapted from a story by Jerome Kingston. Mack Swain and Hugh Herbert, popular character comedians, portray a screaming team of amateur detectives, while Ruth Cherrington and Emil Chautard impersonate aged society crooks. "Caught in the Fog" comes to the Star Theatre next Thursday for a run of three days.

winding process, requiring the aid of two other people. "It's the only time I ever wrote anything I couldn't put on myself," Ramon observed.

The Private Life of Helen of Troy

By
JOHN ERSKINE

TO-DAY
to
WEDNESDAY

Daily at
2.30, 5.30,
7.20, 9.20.
p.m.

HER BEAUTY
ROCKED
A NATION—



with

LEWIS STONE

MARIA CORDA

RICARDO CORTEZ

—HER LOVES

SHOCKED

THE WORLD!

It took over a year and cost over a million dollars to bring Helen and her playmates to the Screen. Hundreds of beautiful women — gorgeous clothes —



dazzling pageants of breathtaking splendour — all woven into this sensational movie that has sent the critics searching for new words to describe it.

Commencing
THURSDAY.

Billie DOVE in THE HEART OF FOLLIES GIRL

BILLIE DOVE!

Star Outdoes Ancient Queen

Cleopatra, legend tells us, surrounded herself with beautiful women in order that her own superlative charm might outshine them. Now we have Billie Dove, star in First National Pictures, doing the same in films.

In "The Heart of a Follies Girl," which is to head the cinema bill at the Majestic Theatre, next Thursday, Miss Dove is supported by nearly fifty of Hollywood's youngest, prettiest, and most shapely dancing girls. They compose the chorus in scenes of the famous girl-show and take part in intimate back-stage scenes.

Then Mildred Harris, beautiful, blonde actress, and Clarissa Selwynne, have important supporting roles.

No one can say that Miss Dove is afraid of female competition! Although the star has some highly dramatic scenes, and must weep copiously in a few of them, she is beautiful in every foot of the film. In "The Heart of a Follies Girl," incidentally, she is gorgeously costumed. From her almost negligible Follies dancing gaily to her evening gowns and negligees, there is a grand display of a customer's part.

Larry Kent plays opposite Miss Dove in the picture, and Lowell Sherman does one of his best "villain" roles. A strong plot, adapted to the screen from Adela Rogers St. Johns' magazine story of the same title, makes "The Heart of a Follies Girl" a breathless entertainment.

There are 62 former newspaper men and women working in various departments in the production of motion pictures at the Paramount studios.

Of the 47 players under contract to Paramount in Hollywood, 81 have had stage training.

WHO WAS THE MAN

Wisest Vamp in History?

Savants, bon-vivants, and other gentlemen with a penchant for solving the mystery called woman, are vitally interested these days in determining exactly who, of the world's roster of famous vamps, was the man-wisest of them all. They have come to the conclusion, after months of involved research in the lore of feminine love, that the vamp who towers head and shoulders over all her sisters in the art of making the stronger sex weak is the renowned Helen of Troy.

Called the most beautiful woman that ever lived, Helen fascinated poets, dramatists, and authors from Homer, who made her the heroine of the great epics, to Professor John Erskine, who has just revealed her as the first modern flapper in his sensational novel, "The Private Life of Helen of Troy." Now even the movies have decided to immortalize the passionate romance between Helen and Paris in a screen version of Professor Erskine's celebrated work.

Fair Contenders

There are numerous fair contenders for the crown of love worn so laughably by Helen. Eve, for example, is called by many names the mother of all vamps by virtue of her being the first of her sex. She had many accomplishments in the vanishing line which entitled her to hold the title. She vamped Adam out of a rib, then vamped an apple off the tree of life. Finally she vamped both Adam and herself out of the Garden of Eden, which succeeded in bringing them both down to earth and made a real man out of Adam, although he had strong objections at first to leaving Paradise, where he thought he was a permanent guest.

Queen of Sheba

The Queen of Sheba was another vamp who made her mark in this world.

knows, was King Solomon, who, with his wisdom and his thousand wives, was anything but an easy mark! But Sheba vamped him away from his wives and they had a great time together in Solomon's home-town where he had a big palace and plenty of entertainment. Sheba used to tell the wise old king that his love was "better than wine." As wine was highly thought of in those days instead of high-priced as in these, he was genuinely flattered. In return he told her: "Thou hast ravished my heart with one of thine eyes." Why Sheba, who is reputed to have had the most beautiful eyes in Egypt, should have used only one of them, and what might have happened to Solomon if she had utilised both, are mysteries which will not be solved until archaeologists unearth more information after this dazzling queen.

Cleo a Big-time Siren

If anyone was to ask the ghost of Marc Anthony for his opinion as to who was the world's greatest vamp, it is a safe bet to venture that he would have mentioned Cleopatra. Cleo was a big-time siren. She wouldn't consider anything less than a Roman General. Every morning she is said to have gargled a pearl dissolved in wine, finding it a great help against tooth-aches, although she had no objection to other Greeks.

To pass the time away while Marc was out on the field fighting the Persians, she used to float down the Nile. Ancient authorities credit her with catching a lot of curious fish in this way.

Cleo ordered General Anthony around like a private. Her power over him was so great that while Caesar was clamouring for him to return to Rome and get back into uniform, the vamp kept giving him banquets in a houseboat on the Nile, just to keep his mind off his work. Finally, in desperation, Caesar sent out his army to bring him back. Whereupon Anthony rose up in anger and undertook to send the army home again, with the

through him and brought Cleo's power over him to an abrupt end. Cleo herself was so annoyed at Caesar's treatment of her boyfriend that she decided to poison herself. As she didn't care to endure various sorts of poison on her slaves, observing them carefully as they died to note the extent of their torment. After destroying a number of them she hit on the idea of poisoning herself with the sting of an asp, and is reported to have died with a smile on her lips and a few kind words for Anthony.

Ace Vamps Were Queens

A curious fact to note here is that five of the vamps were queens. These were Cleopatra, the Queen of Sheba, Du Barry, who, as Louis XV's favourite, was to all intents and purposes the queen, and Catherine the Great. The number is swelled to six if we include Eve, who is generally spoken of as the queen of the world.

With unlimited power over life and death Catherine vamped the Russian nation as it had never been vamped before or ever since. Her taste ran to he-men. It was dangerous for a man to gain the affection of Catherine, however, for the moment her love waned she had him executed. It is stated by eminent historians that only midwives were absolutely safe in Russia at the height of Catherine's reign.

But of the vamps of the ages, Helen of Troy, was the greatest. In beauty and cleverness she is called supreme. Her beauty was so brilliant that even blind Homer was able to see it. His epic concerning her immortal romance with Paris, Prince of Sparta, and the subsequent war between Menelaos, Helen's husband, and the Spartans, is still read by millions everywhere although it is 2,700 years old.

Helen's Fabled Beauty

When Helen Vamped a man, he stayed vamped! Menelaos was so enthralled by her beauty that, in spite of the fact that she eloped with Paris, he marshalled a tremendous fleet and went after her.

ference to this fact is well known. It was indeed Helen's face that "launched a thousand ships and burnt the topless towers of Ilium." How many other of history's famous sirens could boast of facial beauty sufficient to cause such a naval upheaval?

The famous Dr. Faust is reported to have thought nothing of bartering his soul to the devil for one of Helen's "immortal kisses" whereupon Satan conjured up the ghost of the beautiful queen for the love-sick philosopher. According to his description, Helen, when thus brought before him, was as ravishing as a ghost as she was in the flesh and Faust was wont to exclaim: "O, thou art fairer than the evening air clad in the beauty of a thousand stars!" Can history produce another woman whose beauty, even as a disembodied spirit, could elicit such a compliment from a man a thousand years her junior?

Helen's World Popularity

An indication of the tremendous popularity that Helen still holds over the world is attested by the gigantic sale of Professor Erskine's book and the intense interest which is being manifested over the new motion picture of her loves, titled also "The Private Life of Helen of Troy." Maria Corda, famous screen beauty, who enjoys the reputation of being the favourite film star in all Europe, essays the role of the immortal Helen. Those who have already seen the lovely film luminary say that she more than comes up to the dream of the beautiful Queen of Troy, whose love affairs and private life are revealed for the first time to a generation, which craves all the intimate details of a woman who is considered the man-wisest vamp in history!

George Marion, Jun., titled 97 pictures in the two years he was under contract to Paramount before talking pictures enabled him

FLAPPER QUEEN

"Private Life of Helen of Troy"

Maria Corda, Hungarian Star, seen as Helen—Ricardo Cortez plays Paris and Lewis Stone fills role of Menelaos—Other Stars in Support.

Maria Corda, Hungarian actress of both stage and screen, makes her bow to the Hong Kong public in one of the most striking roles in the history of picture.

The picture is "First National's" "The Private Life of Helen of Troy," the spectacular production which opens its engagement at the Majestic Theatre, Kowloon, to-day.

Miss Corda's performance as the most beautiful woman in literature and mythology is said to be an outstanding example of screen acting. Possessed of striking beauty of classical type, Miss Corda is ideal as the immortal Helen, whose charm started the Trojan war and caused the downfall of that great nation of antiquity.

Formerly a dancer as well as an actress on both the stage and the screen, Miss Corda is fitted for the role in every particular.

"The Private Life of Helen of Troy" was produced for First National Pictures by Carey Wilson and directed by Alexander Korda. Lewis Stone, as Menelaos, and Ricardo Cortez, as Paris, head the cast with George Fawcett, Mario Carillo, Tom O'Brien, Alice White, Gus Portes, Bert Sprotte, and others in the supporting cast.

According to Charles B. Mintz, producer of the Krazy Kat cartoons, it requires 10,000 to 12,000 individual drawings to make one 600-foot cartoon.

Guy Oliver has worked steadily for Paramount since 1916 with only a verbal contract and is now playing

TWO BEAUTIES

Billie Dove & Mildred Harris

If a whole committee of beauty experts aren't wrong, two of the most beautiful women in motion pictures appear in First National's "The Heart of a Follies Girl," at the Majestic Theatre next Thursday.

The name of the star, Billie Dove, has become almost a synonym for feminine pulchritude. She has many times been named "the most beautiful woman on the screen." Mildred Harris, as a blonde type of womanly appeal, has won similar honours.

The star and Miss Harris appear in "The Heart of a Follies Girl" with fifty of Hollywood's most shapely young dancers. Larry Kent as hero, and Lowell Sherman as villain of the picture plot, are the fortunate gentlemen who appear with the beauties.

A nightgown was as necessary a part of a gentleman's wardrobe in ancient Greece, as are pyjamas today. At least Lewis Stone found it so for his role of Menelaos, in First National's "The Private Life of Helen of Troy," coming soon to the Majestic. Stone wears the nightgown in a humorous and quite typical domestic scene in the big production.

There are 1,500 regular employees at the Paramount studios in Hollywood, exclusive of actors.

The Paramount studios still receive letters from fans to Wallace Reid and Rudolph Valentino.

Ernst Lubitch is never seen without a cigar and consumes ten a day throughout the year.

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STORE**
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"Yes! You said it
Nothing like a 'wee drap' of P.D. Whisky."

OBTAINABLE EVERYWHERE.

Sole Agents:—
H. RUTTONJEE & SON.
HONG KONG.

RACE MEETING CONCLUDES

(Continued from Page 5.)

away to win by 1/4 length, with Martini Cocktail making a bold Challenge. The third was Slamese Shop, who paid \$186.80. The others were all bunched together, and the judge could not name the fourth. Grayback was the favourite, with Martini Cocktail carrying next money in a very evenly-backed field.

6.—The Hong Kong Handicap.—"A" Class. Winner \$750. Second \$300. Third \$200. For all China Ponies that have started at least twice at this Meeting. Entrance \$10. One Mile and a Quarter.

Eve's Boxing Eve 156 lbs. (Mr. Charles) 1*

Ho Kom Tong's President Hall 173 lbs. (Mr. Da Roza) 1*

John Peel's Royal Flush 155 lbs. (Mr. Heard) 3

H. S. Chan's Chesapeake Bay 149 lbs. (Mr. Y. S. Chang) 4

Dynasty's King's Colour 155 lbs. (Mr. Bulleel) 0

Own's Little Thunder 145 lbs. (Mr. Y. M. Loo) 0

C. M. Leitao's Ma Kau Sinc 149 lbs. (Mr. Collico) 0

N. Hashim's Orange William 140 lbs. (Mr. Backhouse) 0

Hynes & Mackie's (Mr. Noodt) 0

Chan Tin Sion's Wisdom Stag 163 lbs. (Mr. Quincey) 0

*Dead heat; two lengths. Time: 2 mins. 32.1/5 secs.

Parl-mutuel:—

(Boxing Eve) \$20.60.

Places: *1st (President Hall) \$8.50; 2nd (Boxing Eve) \$12.60; 3rd \$8.70.

* dead heat.

Winner Places

Wisdom Stag 759 1,269

President Hall 929 1,103

Royal Flush 540 1,208

Peppermint 334 575

Chesapeake Bay 307 497

Boxing Eve 285 504

Little Thunder 52 151

Ma Kau Sinc 50 131

King's Colour 40 165

Orange William 29 103

After a thrilling finish, the first

dead heat of the meeting was ad-

judged. Carrying 15 lbs. over

weight for inches, President Hall

(2nd in the Champions) hunted Box-

ing Eve up the straight and got on

terms half way between the mile

post and the Judge's box. They

were locked together and fought it

out stride for stride. Whereas

President Hall was one of the three

favourites, Boxing Eve was a rank

outsider.

Royal Flush, after lying well

back (in company with President

Hall), snatched third place from

Chesapeake Bay. Royal Flush and

Wisdom Stag also carried much

money.

Little Thunder showed out at the

beginning but, with six furlongs to

go, Boxing Eve was sent into the

van, to lead by three lengths at the

head of the straight. Mr. de Roza

moved his mount up near the Black

Rock and was a clear second a

quarter of a mile from home. Then

ensued the thrilling run in, with

Royal Flush and Chesapeake Bay

also in the picture, but unable to

draw up.

7.—The Hong Kong Handicap.—"B"

Class. Winner \$750. Second \$300. Third \$200. For all China Ponies that have started at least twice at this Meeting. Entrance \$10. One Mile and a Quarter.

Dyer's Four Clubs 151 lbs. (Mr. Bulleel) 1

L. Dunbar's Lobster Bay 154 lbs. (Mr. Soares) 2

Ho Kom Tong's Imperial Hall 158 lbs. (Mr. Y. S. Chang) 3

W. T. Stanton's November 155 lbs. (Mr. Stanton) 4

Time: 2 mins. 09 secs.

Parl-mutuel:—

Winner: \$7.90.

Places: 1st \$5.20; 2nd \$5.60; 3rd \$5.70.

Winner Places

Samaritan 1741 2020

San Francisco 640 835

Sunloch 238 721

Mountain Air 148 215

Bright Prospect 133 214

Movanagher 84 198

Nestor 81 125

Nestor jumped into the lead at the

start, Bright Prospect being badly

left. The field strung out half-way

round, with Nestor still setting the

pace, but after the turn Samaritan

drew on terms, and came along the

(Continued on Page 13.)

LAST WEEK'S SOLUTION.

DOWN LAG HEED
USE K LAR
SIAM DIE CASE
KALE ART ANEW
CARNOT NEEDLE
ORE I EEN
TELEGA EGRESS
ET ANY
DAYS OAR OPAL
ALTA MEN TARE
NEE R TEA
SEMS DYE HEAR

BRINGING UP FATHER.

MR. ALLEGRETTO: THE FAMOUS
COMPOSER LIVES OVER US! I WANT
YOU TO GO UP AND INTRODUCE
YOURSELF AND ASK HIM WHAT
HE THINKS OF MY VOICE—HE
MUST HEAR IT UP THERE.

IF HE HADN'T HE
MUST HAVE BEEN
OUT OF TOWN.

WELL, SIR—
WHAT CAN
I DO FOR
YOU?

I'M YOUR
NEIGHBOR—
I LIVE IN THE
APARTMENT
RIGHT BELOW
YOU.

AM! IS IT YOUR
WIFE I HEAR
SINGING?

YOU
SAID
IT.

I DON'T
BLAME HIM
A BIT!

1-14

NEW GOODS for NEW SPRING OPENING! IT'S UNUSUAL! VERY UNUSUAL!

Silk or Cotton Undergarments—all daintily
fashioned and offered at such extreme savings
that you should make prompt selection from the
following groups:—

SILK BLOOMERS
IN
PINK, WHITE and
PEACH COLOURS.
\$2.85 each.

SILK VESTS
IN
PINK, WHITE and
PEACH COLOURS.
\$2.50 each.

COTTON BLOOMERS
IN
WHITE AND PINK
\$1.25 each.

FINE
COTTON VESTS
50 cts. each.

THE
LATEST DESIGN
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LADIES' WHITE FELT
MILLINERY
Just Unpacked
At Very Reasonable Prices.

SPECIAL SALE
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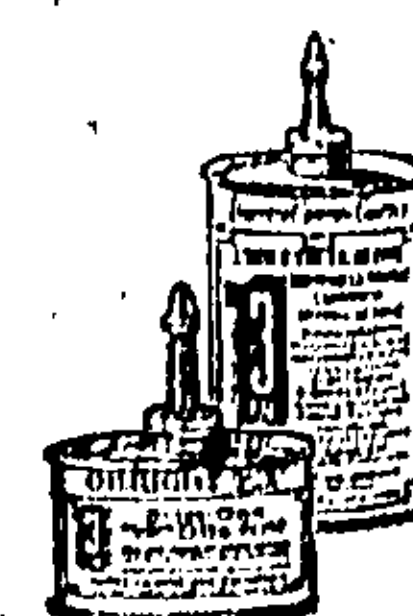
Pointed Heels
Many Smart Shades.

Save Money
Buy Several Pairs.

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BARGAIN HOUSE

THE STORE THAT SAVES YOU MONEY.
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Next Door to the Industrial & Commercial Bank's New Building.



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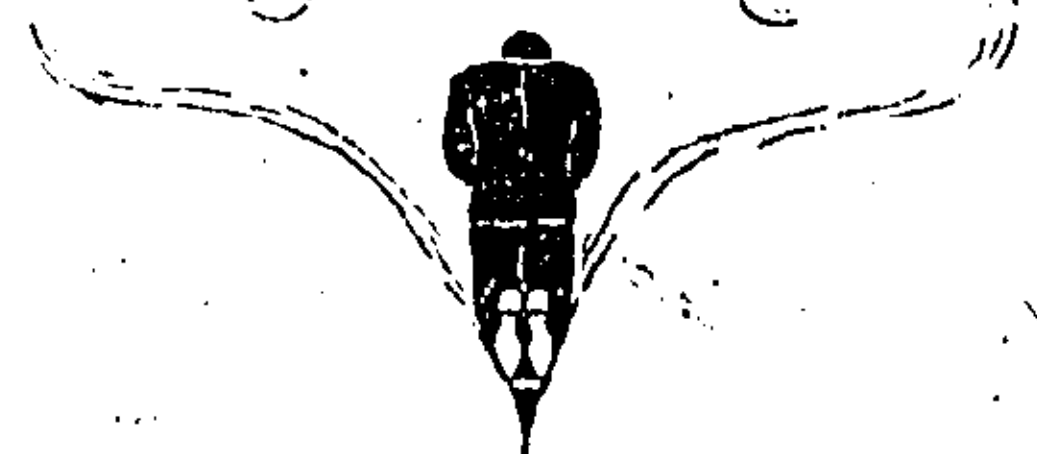
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matter how damp.

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MOTORISTS THIS IS YOUR PAGE

WORSHIP THE GREAT GOD WHY



Do not take anything as SO because we say so, nor because any one else says so. You are a seeker of truth, and you can not find it if you let another think for you. Accept as true only what your own reason, acting on known facts, leads your mind to accept as true, regardless of the source. Be on the alert to tell true from false, right from wrong. Make yourself a human question mark toward what you read, demanding proof.

Worship the great god WHY.

We say that the NEW GARGOYLE MOBILOIL is the most economical and efficient motorcar engine lubricant ever produced. Do not believe us. Find out by practical test whether what we say is true, but first drain the crankcase while the engine is hot — give the NEW MOBILOIL a fair chance.

VACUUM OIL COMPANY



The New
BUICK
with New Controlled Servo
Enclosed Brakes

114" Wheelbase Marquette Models \$31,470 to \$31,600
118" Wheelbase Buick Models \$31,800 to \$31,940
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THE DRAGON MOTOR CAR CO., LTD.

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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

BIG GAME HUNTS With Car, Lasso, and Camera

Motor car, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in stinging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

That this form of hunting is vastly more exciting and more sportsmanlike is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the catch. He describes the new fashion in hunting as follows:

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a Sedan and a Tourer, a lasso and a camera to record the success of the day.

"After scouring the countryside for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but by virtue of the absence of trees, the Erskine managed to gain rapidly.

The Humiliated Emu

"Capture was effected by 'Texan' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated, but uninjured emu was released."

Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vice-like grip and rip and tear most devastatingly with teeth and hind claws, while 'sitting' on his strong tail.

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat.

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives.

"It might be mentioned that the hunt was so eminently successful," he concluded, "that one of the party posted a \$250 challenge with a Leeton newspaper to any other party of similar size duplicating the feat with any other make of car than Erskine or Studebaker."

WILLYS-OVERLAND In a Strategic Position

With its announced policy of conservative production to meet the demands of the buying public, Willys-Overland starts 1930 in a

OUR CONSOLATION

The horse is to go,
It has long been said,
Because we have got
Motor-cars instead.
But weep not for him,
Oh, no, please don't;
Most horses will go—
Some motor-cars won't.

particularly advantageous position. The 1930 programme calls for the operation of the factories at Toledo, Ohio; Elmira, N.Y.; Pontiac, Mich.; Los Angeles, Berlin and Manchester, on schedules which permit the highest efficiency and economy. At the same time, the resources of this

immense manufacturing organization make it possible for Willys-Overland to speed up production at any time to meet unusual demands.

This eliminates the necessity faced by so many manufacturing companies of rushing production early in the year and building up a surplus, which may be left in the store rooms at the close of the year.

In the matter of distribution, the location of its various plants gives Willys-Overland another advantage, reducing costs of delivery and eliminating delays.

The main plant of the Willys-Overland Company at Toledo, Ohio, has a capacity of more than 2,000 cars a day. The Wilson Foundry and Machine Co. at Pontiac, Mich., where Willys-Knight motors are made and assembled, is one of the most complete and modern motor building plants in the world. Castings for all Willys-Overland cars are made here.

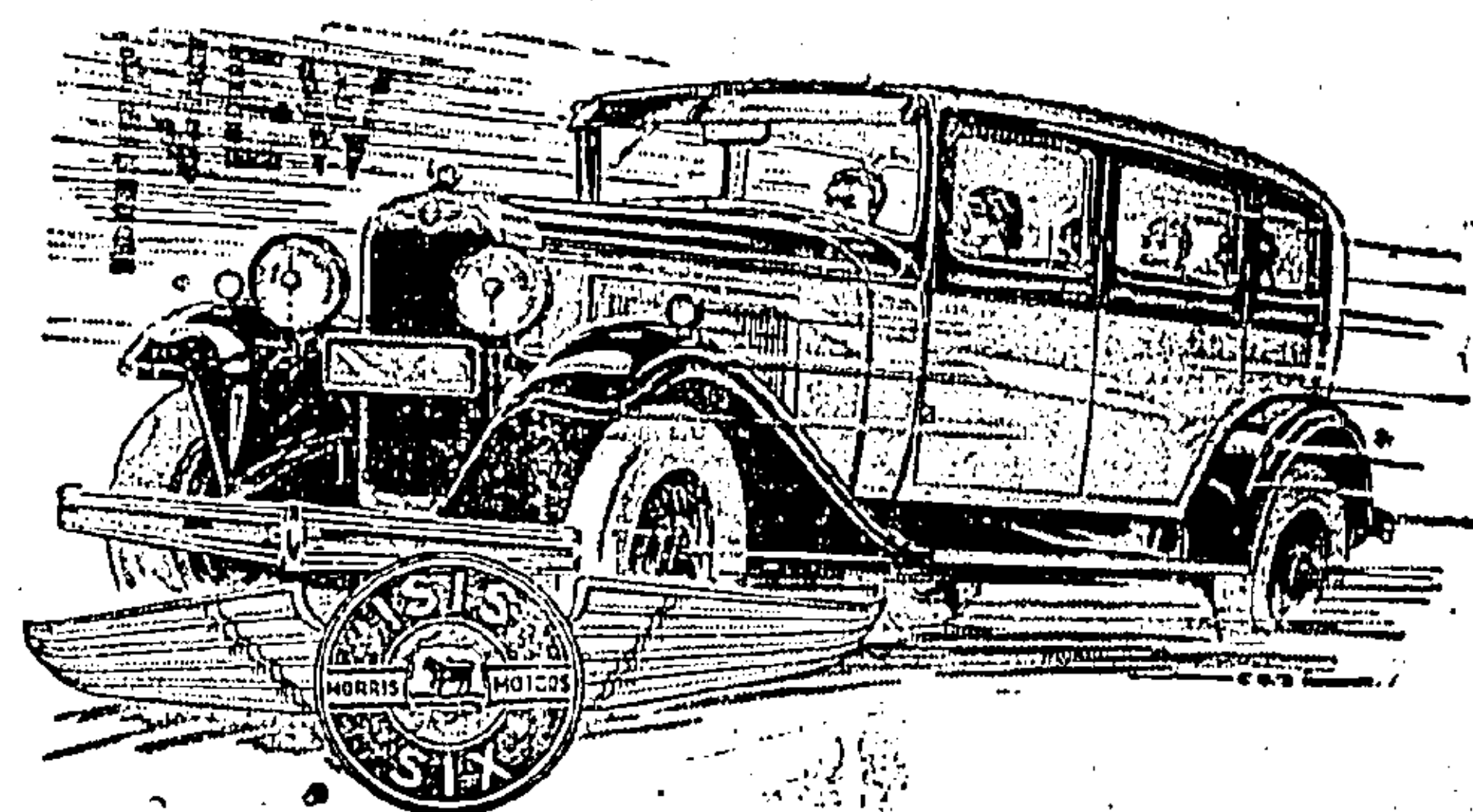
Transmissions and other parts for Willys-Overland cars are made in the Willys-Morrow, Inc. plant at Elmira, N.Y. A complete assembly plant at Los Angeles provides facilities for economical operations on the west coast.

Willys-Overland, Ltd., at Toronto, one of the most progressive of Canadian factories, is of major assistance in supplying the Canadian demand for Willys-Overland products.

Willys-Overland Crossley, Ltd., at Stockport, England, and the manufacturing plant at Berlin, provide cars for European distribution.

The first car ever to be in the Antarctic regions is an all-British baby model of the type that is proving indispensable in every part of the world. Sir Herbert Austin has received an enthusiastic wireless message from the Wilkins-Hearst Expedition at Deception Island, and the Byrd Expedition also included one of these "babies" in its equipment. This is a glowing tribute to British workmanship.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you



This Isis Six!

THIS embodiment of swift and tireless energy—an inspiration of fine coachcraft and perfect travel-case; eager, smooth-flowing power, ready response to handy controls, charming cellulose colour harmonies, world roadability; in fact all the most exacting could desire—is yours in this sparkling, up-to-the-minute creation of the Morris Factory, greatest in Europe.

Eighteen H.P. (R.A.C.) valve-in-head engine. Internal expanding hydraulic four-wheel brakes, one-piece creakless body and chassis construction, low hung, yet with ample clearance. High-gear performance from a crawl to the sixties.

Deliveries from Oxford, England, now being made. Ask your Dealer for a trial run. Your order placed now will ensure early delivery.



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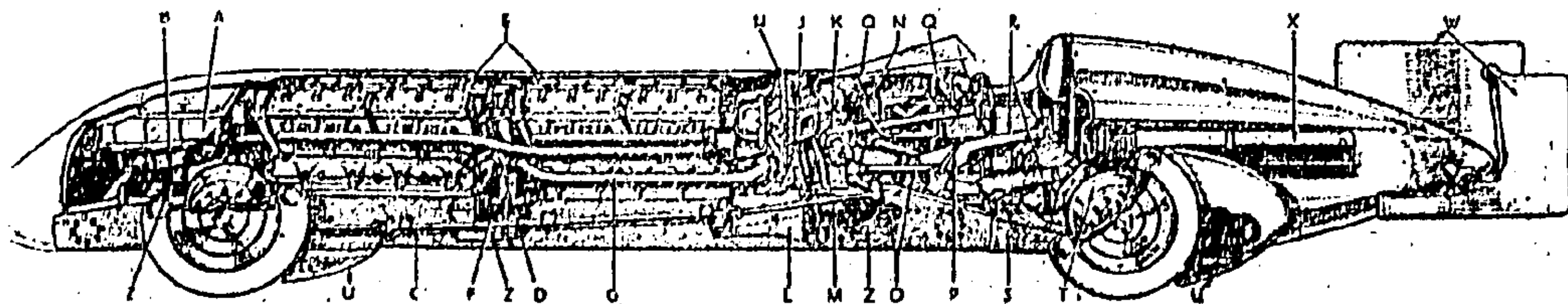
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25 Queen's Road Central Tel. Central 4769.

PRODUCT OF MORRIS MOTORS (1926) LTD.



CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

Attempt on World's Speed Record



A sketch of "The Silver Bullet." The drawing reproduced above is the first and only one to be made from the actual car after long inspection at the works, and is authorized by the Sunbeam Motor Car Co., Ltd., who have built it. The following key is explanatory of outstanding features in the design: (a) ice cooling tank; (b) radius arms to control the movement of the front axle; (c) one of the two 3-piece drag links; (d) cross-shaft driving the water pumps; (e) induction manifold; (f) secondary shaft coupling the two 12-cylinder engines together; (g) pipe conveying the mixture to the forward engine; (h) high-speed centrifugal type supercharger; (i) breech-mechanism carrying the two carburetors (one removable); (j) duplex Marx type steering gear; (k) separate oil tank for dry sump lubrication; (l) gearbox embracing a dual drive to each rear wheel; (m) pedal operating hydraulic control to clutch; (n) propeller shaft; (o) control to 3-speed gearbox; (p) strong cross member embracing driver's cockpit; (q) radius arms controlling movement of rear axle and forming longitudinal location; (r) strengthening plate which forms the rear spring mounting; (s) brake drums housing two pairs of sliding shoes; (t) fairing for wheels to assist streamlining; (u) stabilizing fin to help the machine to maintain a straight course; (v) one of the two exhaust pipes moulded into the body shell; (w) flat shield enclosing the whole of the underside of the chassis.

ROAD-RACING

Wash Speed Course
Proposals

SCHEME OUTLINED

The proposals for the ambitious scheme for building a vast speedway on the foreshore between Boston and Skegness have been taken a stage farther, and the sponsors, the newly-formed Automobile Racing Association, have high hopes of bringing the project to fruition.

Since Brooklands is no longer available for attempts on short-distance records, owing to an international ban, there is a very definite need for a suitable track in Britain.

A Fifteen-Mile Course

At present British motor cycle riders who wish to attack flying kilometre or flying mile records have to visit Arpajon, in France, and to add to the difficulties there is only one Arpajon meeting a year. For car drivers the position is worse still, since speeds have become so high that for attempts on the world's maximum speed record only such places as Daytona Beach, Florida, or Verneuk Pan, in Africa, are of use.

The first proposal of the Automobile Racing Association is, therefore, to build a straight course of 15 miles; this is to be at least 100 feet wide, absolutely flat, and to be surfaced with a non-skid material. But the scheme goes farther than this, and it is now proposed that there shall be a racing circuit as well. This T.T. track is to include part of the main track, and be completed by a loop road 45 ft. wide and eight miles in length. Various bends and corners will form part of the loop, so that true road conditions are obtained.

Other plans include the building of a motor-boat waterway a mile in length, a grandstand four miles long, to be situated along the middle section of the course, and an aerodrome. Roughly, 10,000 acres of the Wash will be reclaimed if the project is carried out, the width of the area being about a mile. Protection from the sea will be necessary along the whole length, and this will be obtained by means of a sea-bank faced with concrete.

From these details it will be seen that the project is extremely ambitious. Actually, an expenditure of at least £300,000 has been suggested as being necessary, and it may well prove extremely difficult to obtain so large a sum. But, apart from revenue derived from racing and record

breaking by cars, motor cycles, and motor boats, there is the land reclaimed, and it is also proposed that the track should form a toll road between Skegness and Boston. At present the road between these towns is tortuous in the extreme.

The foreshore is at the moment controlled by the Board of Trade, the Duchy of Lancaster, and the Commissioners of Crown Lands, and it is understood that these bodies will be willing to meet the Automobile Racing Association in the matter so long as the rights of local residents are not violated.

There was an official enquiry into the proposals by the Board of Trade and the Ministry of Agriculture.

The Board of Trade Inquiry. Mr. G. G. L. Du Cann, barrister, of London, who appeared on behalf of the Association promoting, outlined the scheme. He said the area was approximately fifteen miles in length, with an average width of three-quarters of a mile. The main speedway would be from twelve to fifteen miles long and 200 yards wide. It would be in a straight line, and perfectly flat; both sides would be fenced with concrete posts and wire. Down the centre would be a roadway 100 ft. wide, with return loop road about five miles long and 60 ft. wide. Access to the sea would be provided at suitable intervals by means of gateways.

Along four miles of the speedway would be a spectator's stand 30 ft. wide, which would be in the form of a raised platform, partially roofed in. The track would be protected from the tide by a huge sea wall. The racing tracks available did not provide scientific data, and the present one would supply that deficiency and meet all requirements.

The local authorities and private owners who had put forward objections had not done so in opposition to the scheme, but to preserve their rights on the foreshore in the matter of drainage and so on. The Association believed they would be able to meet those objections satisfactorily.

Earl Howe, one of the directors, gave evidence on behalf of the Association and also as president of the Marine Motor Association. He estimated that two thousand men would be employed if the scheme were carried out, and that the work would take about two years.

Captain Malcolm Campbell said he had been searching all over the country for a suitable speed track and he was satisfied that

the one proposed would fulfil all requirements. In fact, it would be the most ideal track in the world, and make the Lincolnshire district the Mecca for all speed events. Capt. Campbell said he was convinced of the practicability of the scheme.

Ideal Testing Ground

Captain W. Barnato, another director of the Association, said there was no place at present where car manufacturers could test out their products, and from that point of view the project was a very desirable one. To those who might say, "What was the use of a racing track?" he would reply that it helped towards what he described as road worthiness.

A considerable amount of additional evidence was given in support of the scheme, amongst others by the Clerk to the Holland (Lincolnshire) County Council, the Mayor of Boston, who spoke for the Borough Council, and the chairman of the Skegness Urban District Council, all of whom spoke of the benefits which would accrue.

Mr. F. W. Dennis, a well-known Lincolnshire agriculturist, raised the question of whether, in connection with the construction work, agricultural labourers would be attracted, and in that way agriculture might suffer.

Mr. J. H. Hutchinson, a member of a big engineering firm, who gave evidence as to the roads, said he did not think agriculture would suffer in the way mentioned. The men required for the work would be unskilled, and the contractors would also bring along with them a large body of men, and there need be no fears for agriculture.

The view of the Board was that by electing to proceed on a non-statutory basis, the Association must come to terms with the people affected by the scheme. If they were unable to do so the Board would have to get into consultation with the Ministry of Agriculture to consider whether the outstanding objections would prevent the Board from giving consent. If there was any doubt the promoters would be told they must go to Parliament in order to obtain powers to carry the thing through. There was really no serious opposition, and the Inspector will report in due course.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

Announcing the 1930 WILLYS SIX



**The fastest, liveliest
and most comfortable
car in its price class**

**70
MILES PER HOUR
OR BETTER**

Sedan \$3,150

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(All prices and specifications subject to change without notice).

Newly designed by Willys-Overland, the 1930 Willys Six far surpasses, in beauty and performance, any car ever offered at such a low price.

Its high compression engine develops 65 horsepower, with a speed of over 70 miles per hour and 45 miles per hour in second.

The new Willys Six is remarkably economical at the modern cruising speeds of 35 to 45 miles per hour.

Beautiful new bodies, new colours and new upholstery make the Willys Six the smartest car at anywhere near its price.

Your nearest Willys-Overland dealer will be glad to show and demonstrate this new car.

**The
1930 WILLYS SIX**
LOWER COST OF OPERATION

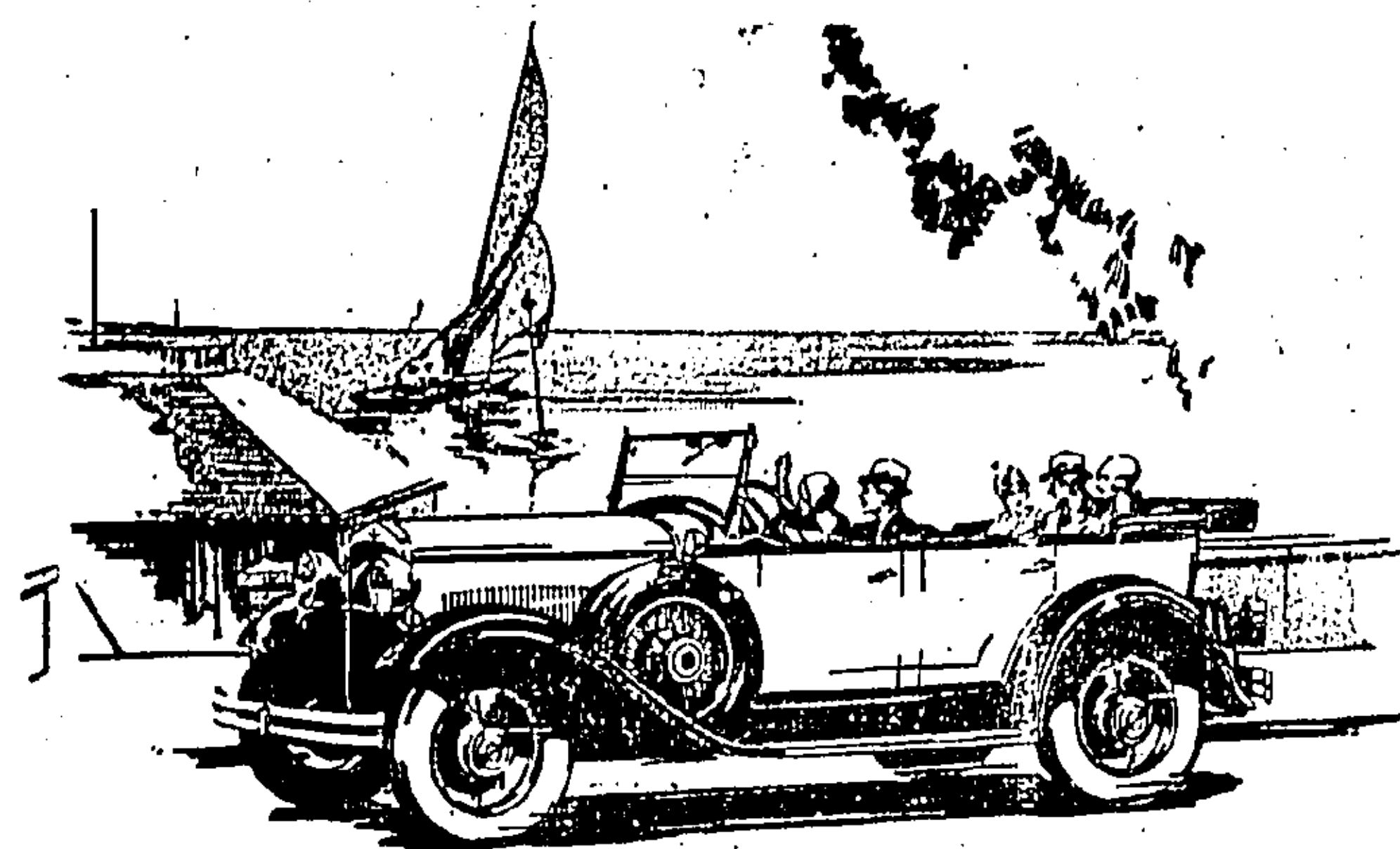
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Strong with the strength of steel



Beneath the beauty of the Dodge Six is strength—the resilient strength that is inherent in steel. Under the sparkling finish and the luxurious upholstery is the all-metal Mono-Piece Body, welded so that it is virtually one piece of steel, anchored inflexibly to the chassis. Elimination of body sills, lowering the center of gravity, and use of a rigid eight-inch frame are factors of safety in this unit construction. Thus is upheld the time-honoured Dodge Brothers reputation for dependability that keeps old friends and that makes new ones for the Dodge Six.

DODGE BROTHERS SIX

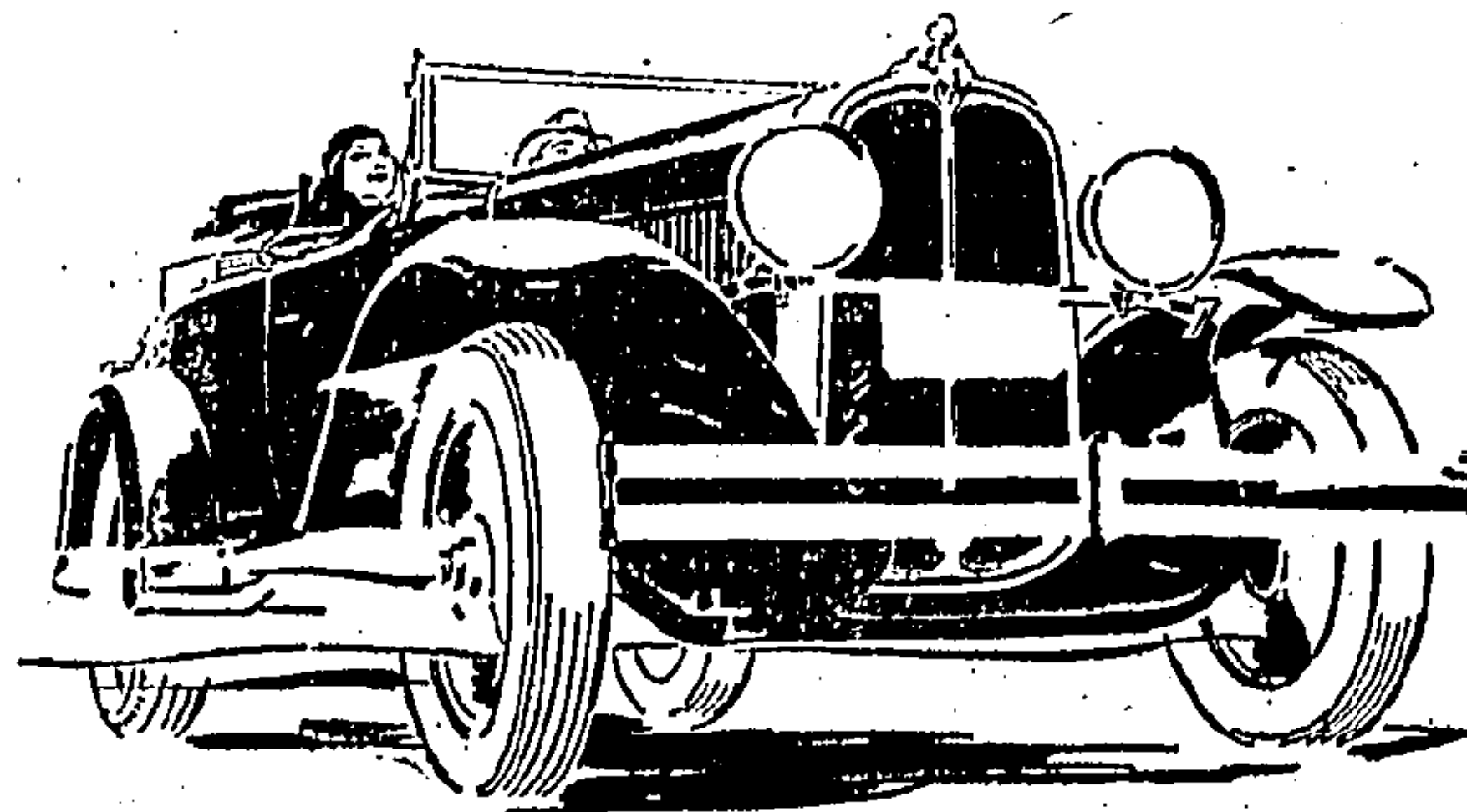
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**SERIES 6-30
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You are cordially invited to come for a demonstration.

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*Ask us to tell you
PONTIAC'S LONG LIFE STORY*

SOME INVENTIONS

Progress in Transport Methods

In his lecture to the Engineering Society of the Hong Kong University, Professor Middleton Smith said:

Simplicity in a hall-mark of good invention. Within limits, any clever mechanic can devise a machine to do anything, provided you do not mind it being complicated and costly. The genius comes along and does the same thing in a simple manner. Every body then says "Why didn't I think of that myself?"

It may be as well to emphasise the beauty of simplicity. Take a case noticeable on the railway. The early experimenters with the steam locomotive believed that in order to pull a load, the rails must have teeth and the engine a toothed wheel to work in them. The genius showed that smooth wheels can grip, and run on, smooth rails. We admit that the motor car of today is far too complicated a machine. Thousands of engineers are at work trying to invent simpler methods of power transmission etc.

Fundamental Inventions
The wheel was probably the first great invention. At any rate it was the first effort to improve transport. Nearly all great inventions are for the purpose of conveying motion from one place to another; or to convert form to another; or else to change the direction or speed of motion.

Every man on a bicycle illustrates how we can change up and down, or reciprocating motion, into rotary motion. His knees move up and down, and the lower parts of his legs act as connecting rods to connect his knees with the cranks on his cycle. So the up and down motion of his knees is changed into the rotary motion of the wheel.

James Watt applied this idea to the steam engine; and the up and down motion of the piston is changed by means of a connecting rod and crank to drive the shaft round and round. This happens daily in millions of motor cars. The up and down motion of the piston causes the rear wheel of the car to rotate and these wheels push the car forward.

In the ordinary sewing machine the reverse takes place. The part which holds the needle takes its up and down motion from a wheel which is turned by hand or an electric motor.

A CITY OF CONTRASTS

"Bangkok, the capital of Siam, is a city of amazing contrasts," writes Major C. Lestock Reid in the February Wide World Magazine. "In its crowded, brilliant-coloured streets, the latest Rolls-Royce crawls along behind the most primitive bullock-cart, and police and soldiers in ultra-modern and very Germanic uniforms (save for the Royal Guard) rub shoulders with civilians clad in the most primitive of Eastern robes."

"You can take a taxi and find it a much better and more powerful car than those that ply for hire in London or Paris; but the drivers are so incredibly ignorant that they have to be directed street by street, even if your destination is the Royal Palace itself!"

"If you don't care for a taxi you can have a riksha—probably the earliest form of wheeled transport—and direct the coolie (always presuming you know the way yourself) by the simple process of saying: 'Right,' 'Left,' or 'Straight on' at cross-roads. Always presupposing that you survive the dangers of those cross-roads—a bit of a toss-up in that welter of unregulated traffic—you can be comfortably assured that the coolie will go the correct way, for he has one shaft of the riksha painted so that he can tell right from left!"

CLUES LEFT BY MOTOR TYRES

Criminals and felons can be apprehended under certain circumstances by the imprint of their automobile tyres (says the Scientific American). From a scientific study of the tyre imprint and comparisons with marks on record in the Sheriff's office, it is possible to determine the make and size of the tyre, which wheel it is on, and the approximate type, load, and speed of the suspected car at the time the felony was committed. When a suspicious-looking tyre mark is discovered near the scene of a crime, a try-square is placed on the ground beside the marks, and measurements and photographs are taken. These data are compared with office records of the 450 different kinds of tyre-tread patterns now in use. After determining the make, size, and position of the suspected tyre, officers watch for cars having the distinguishing tyre or tyres. By means of the new system of identification, several professional chicken thieves were apprehended recently near Los Angeles. When confronted with the unexpected circumstantial evidence against them, the thieves confessed, and were sentenced.

TAXI-CAB CRISIS

Singular Situation in Paris

Paris, Jan. 20.

A singular situation has arisen in connection with the recent increase in taxi-cab fares. Two thousand of the small owners of cabs, finding that they cannot obtain a sufficient number of fares and that their takings have been reduced by 50 per cent., are talking of selling their vehicles. Other drivers are discussing the advisability of ignoring the new tariff and of accepting lower fares, in the hope of winning back clients.

There are 18,000 taxi-cabs on the streets of Paris, and one of the big companies is on the eve of putting 2,000 more vehicles into circulation. In spite of the fact that things are not going well, there is also talk of building large garages and of the Municipal Council ultimately buying up the taxi-cab company. These rumours have served to reopen the flood gates of opposition against the Municipal Council, for if this new enterprise is started, it will be the ratepayers who will have to pay.

All this trouble has arisen through the abolition of the famous green card delivered to the drivers of motor vehicles when they passed through the gates of Paris, and handed back when they returned and paid a tax on any extra petrol in their tank. Another cause of the trouble is the increase of taxi-cab fares to a point at which the cabs cannot compete with the omnibus and tram-car services which the Municipal Council controls.

AGRICULTURE

Hit by Home Traffic Bill

"There is no doubt that the speed-limit proposals for commercial vehicles, if put into practice, will affect agriculture very badly. Two sections of the industry in which speed is of the utmost importance are," states The Commercial Motor, "milk production and market gardening."

"All vegetables, to be at their best and to realise the highest prices, must be of first-class quality and this is quite impossible unless the produce can be delivered to the shops early enough in the morning to be used on the table the same day."

"The early-morning delivery is very important during the season of the soft fruits—cherries, strawberries, currants, etc. The longer these fruits are kept in the packages after picking the more freshness and quality are lost, whilst the longer they are on the road the worse becomes their condition."

"Then as regards milk the position is of even more importance. Milk must be delivered fresh and these proposed restrictions will deprive the public, to a considerable extent, of the very elaborate system that has been built up for delivering milk quickly and in a fresh condition. There are other branches of the industry that will suffer and generally it can be accepted that the proposed restrictions will mean an economic blow for the whole industry."

RAIL VERSUS ROAD

What Enthusiasts Foresee

Enthusiasts for road transport profess to foresee the day when our railways will be converted into motor tracks, but it is much more likely that they will be restored to their legitimate function as carriers for all long-distance traffic other than that of an exceptional nature, such as goods too bulky to be transported by rail.

No arbitrary definition can be given of long-distance traffic, but given effective regulation of road undertakings, it is probable that, in general, either goods or passengers can be more conveniently and economically carried by rail over distances much in excess of fifty miles. So far as passengers are concerned, greater distance road tend to become both slow and tedious as compared with rail travel. The matter is on a different footing as regards goods traffic, as in this case a balance must be struck between economy and speed. It may be admitted that at the present time, goods can often be carried more than twice the stated distance both more cheaply and expeditiously by road than by rail, but, on the whole, the tendency is for the cost of road transport to increase, and that of rail transport to decrease, and we believe that the railways are now fully alive to the importance of eliminating vexatious delays by speeding up both collection and delivery, and the elimination so far as possible of idle time at depots.

If we are correct in our surmise, the proper function of road traffic becomes that of acting as a feeder for long-distance rail traffic, and providing local services up to distances of about fifty miles, particularly in the direction of cross-country runs. Such a programme leaves ample scope not only for the existing road carriers, but adequate provision for expansion.—Engineering.

MOTOR MILLIONS

How British Industry Grows

For every motor car produced in 1907, British factories produce 18 to-day at prices which, on an average, are 50 per cent. below the pre-war level. These and other striking facts are set out in a booklet entitled "Pride of Achievement," which has been produced by the Society of Motor Manufacturers and Traders (British Manufacturers' Section).

It announces the start of an extensive campaign to regain the overseas markets that were lost as a result of the war, and tells the history of the remarkable progress made by the British motor industry at home during the last 30 years in face of many difficulties and fierce competition.

Links in the Chain

The British section of the society has opened offices in Australia, New Zealand and South Africa as first links in a chain that is to connect world markets with the British factories.

During the first eight months in 1929 Britain exported motor vehicles, chassis and parts to the value of £7,000,000—an increase of over 25 per cent. on the corresponding period last year.

In 1913 states the booklet, Britain had just commenced to develop overseas markets, and had exported 9,000 cars that year, when the resources of the industry were turned to the manufacture of lorries and tanks for the war, and the export trade was strangled.

"The stage is now set for an era of expansion throughout the world," continues the booklet. "British manufacturers were never more determined to do their best, not only for the welfare of the industry, but in order that they may play their part in maintaining British commercial prestige."

Growth at Home

The growth of the industry at home is illustrated by some remarkable figures.

In 1900 there were only 3,000 motor vehicles—including private cars, cabs and commercial vehicles—on the roads of Britain. As a result of a 1,000-mile tour of motor cars throughout the country, organised by the Automobile Club (now the Royal Automobile Club), the number of motors multiplied over sevenfold in five years, jumping to 23,000.

This year Britain has reached a record output of 215,000 motor vehicles and the industry employs, directly and indirectly, close on half a million men and women.

ANDES CROSSED

A British Six-Wheeler's Feat

In establishing transportation by motor vehicle across the Andes, between the city of Riobamba and the town of Guaranda, the government of Ecuador had a problem to solve, says Motor Transport. For centuries the only means of transport were llamas, mules, donkeys and horses. At a cost of £6,000 for the 60 kilometres, the mountain road was widened a few feet. The gradients were not altered, and hairpin bends still exist in an acute form, but here and there bridges were provided by the expenditure of a little masonry, and now the old pack trail is a motor road!

12 Passengers and 1/2-Ton

Without success several trucks were tried over this road until the Morris-Commercial, by the orders of the Director-General of Public Works, who had extensive tests of the truck carried out in the presence of important witnesses, tackled the problem of maintaining a service, and made a trip without a stop or hitch occurring. As the outcome of this performance, the Morris takes twelve passengers and half a ton of goods nearly every trip, with safety and regularity whatever the weather conditions, and without having recourse to the use of chain tracks over the mountain road.

Including stops, the average time taken for the trip is five hours, as compared with twenty-four hours taken by mule or horse transport. As previously stated, the distance is only 60 kilometres, but the gradients are so severe that they must be allowed for when considering the time taken. Under these trying conditions the Morris engine did not overheat or stall, whilst the brakes were used very little, the descents being negotiated with the engine acting as a brake. No skidding or slide-slip was experienced. At the bends in the roads, where the gradients are usually most severe, it was found necessary to shunt backwards in order to get round. Under these conditions the hand brake held properly, and there was no difficulty in restarting.

From the foregoing it is apparent that the Morris-Commercial six-wheeler has gone to Ecuador to stay and, for these mountain services, it is said that no other vehicle can do better.

"SKIDDING"

Views of Professor Low

"A particularly interesting point has been enunciated," writes Professor Low in the Motor, "suggesting that rather much attention may be paid to the argument which demands a low centre of gravity to avoid skidding."

"The tendency of any car to fly outwards is hardly affected by its general height from the ground and I think it might be assumed that lifting of the inner wheels would not directly decrease the grip upon the surface average of all four wheels of the car. The immediate effect of the movement might well be to increase any tendency possessed by the inner wheels slightly to penetrate the surface, and if this alone affected the skid the position of the centre of gravity would have no very great effect."

"I am inclined to believe that many people do not mind a skid if it is reasonably controllable and that it is the 'bitting skid' which is so alarming when produced by the wheels striking some obstruction. I have often noticed that a very smooth stone on a perfectly smooth greasy surface will cause much unpleasantness and I consider that this is the reason for the benefits obtained from a low-built car in relation to its cornering powers."

"As the vehicle is lifted by the stone it is nearly always given a sharp blow which tends to push it away from its normal course. Upon landing again there is a natural bounce attributable to the impossibility of absorbing shocks by means of the average spring, and the net result is that the car is thrown sideways at a moment when none of the wheels is best situated to grip the surface. Obviously a high-built car will tend to greater rocking when the wheels are gripping in an irregular manner."

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U.S.A. MOVE

Roads Over Railways

In the early months of last year The Commercial Motor published details of a comprehensive scheme for building roads above the railways. This aroused enormous interest, extracts, often accompanied by illustrations, being reproduced in some 30 papers throughout the country, whilst the article gave rise to considerable comment overseas. The main suggestion was to overcome the increasing congestion on the main exits from the Metropolis

by carrying relief roads for a few miles over the railways, when they could rejoin existing trunk roads, or, later on, might be extended to become important routes.

The Commercial Motor pointed out that it was quite aware of the many difficulties, but that these were not insuperable, and that it looked upon the matter of relieving congestion as being one that required drastic treatment if semi-paralysis is not to occur in the near future.

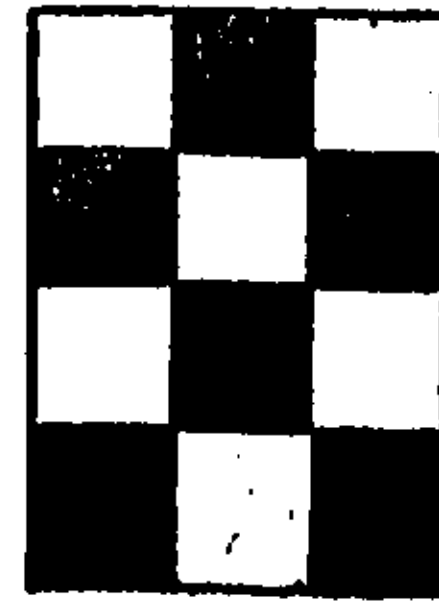
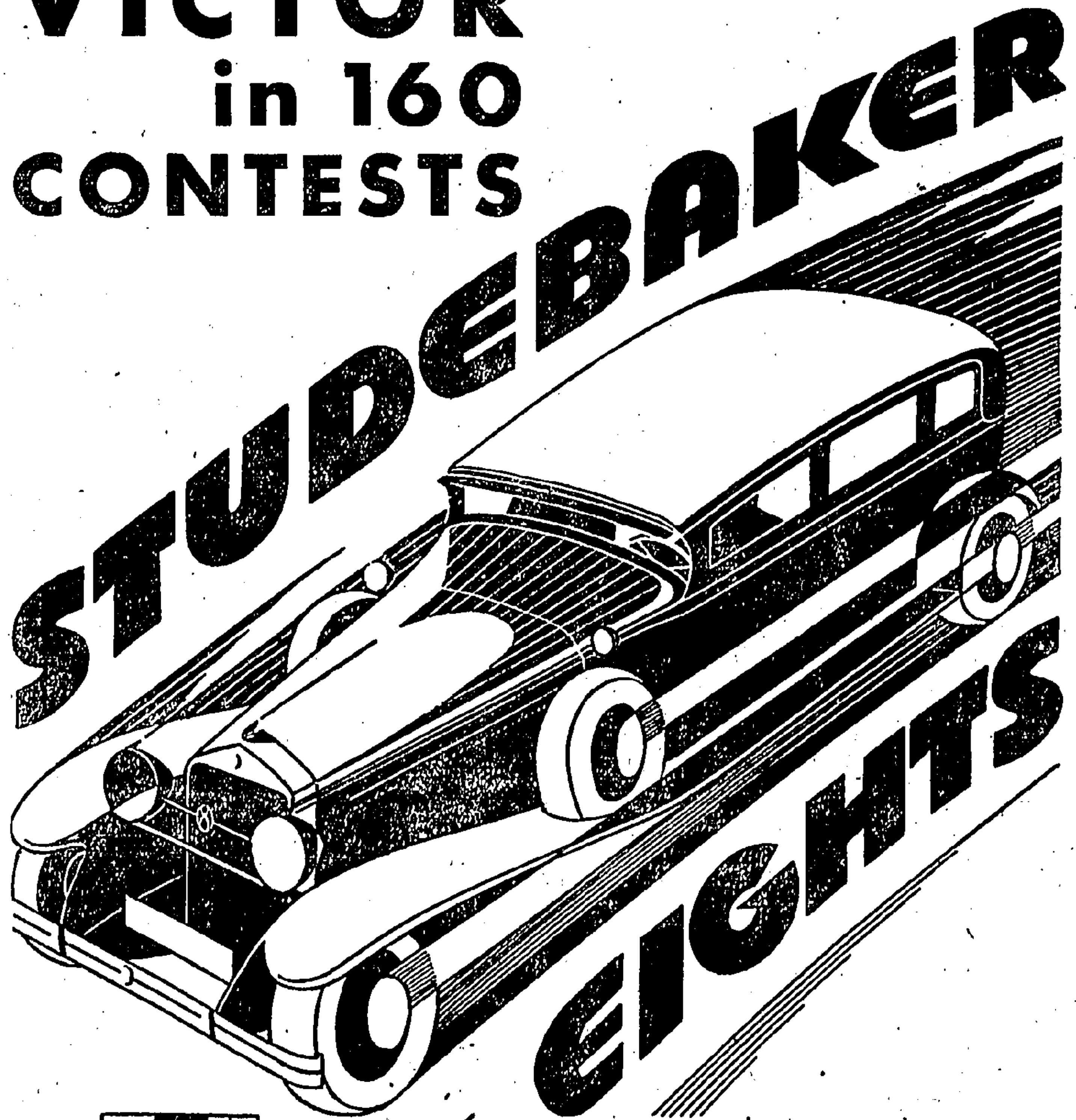
The seeds which were sown may have fallen on barren ground in Britain, but apparently, not so in America, for the Grand Trunk Western Co. has just announced a plan to build an elevated motor road above its right of way from Detroit

to Pontiac, Michigan, subject to the approval of the City Council of and the Public Utilities Commission of Michigan.

The elevated road will be designed to accommodate four lines of motor traffic, the inner ones for cars travelling at high speed, and those at the outside for vehicles moving comparatively slowly. It is intended to charge a toll to users to amortize the cost of construction and maintenance.

The importance of this move can be realised when consideration is given to the distance between the terminal points, this being 22 miles, which is greater than the total length required over our four great railways to alleviate traffic conditions in the Metropolitan area.

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Performance—champion performance—makes motoring a joy instead of a job. Studebaker Eights have won 160 official records for standard model performance!

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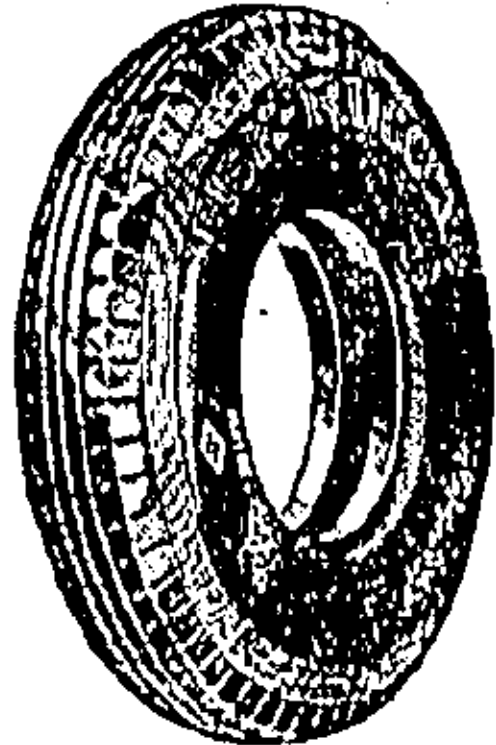
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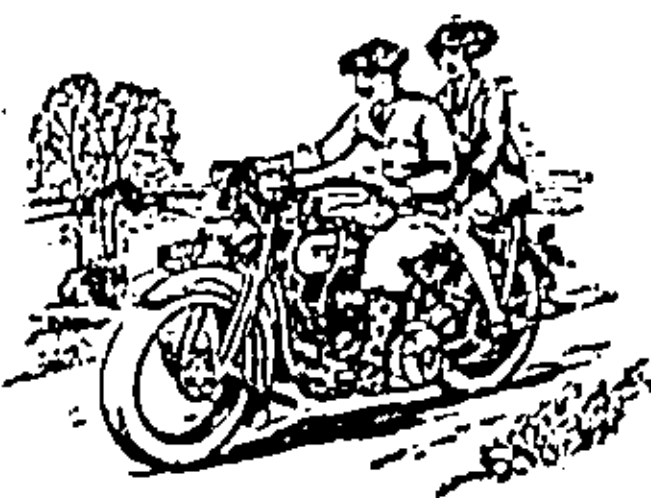
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A LIMIT Motor-Bus & Cut-Throat Competition

John Stuart Mill is now out of fashion, but the statement in his classic essay on Liberty that "there is a limit to the legitimate interference of collective opinion with individual independence" remains as true to-day as when it was written. We imagine, however, that few people would now agree that the sole end for which mankind are warranted in interfering with the liberty of action of any of their number is to prevent harm to others. One of the more important proposals for the amelioration of industrial depression, the co-ordination of transport, for example, could hardly be defended on the grounds that it does no harm to others, while it unquestionably constitutes a decided interference of collective opinion with individual independence.

One of the mischievous tendencies of the last few years has been the mushroom growth of road transport agencies, which, while proving a serious embarrassment to the railways, have only served to divide the public about what constitutes an economic rate of transport. In the boom years of 1927-28, many small companies were formed to operate road passenger services, and these companies succeeded in diverting a large amount of traffic from the railways, partly by affording a novel means of travel, but mainly by offering to convey their passengers at fares markedly below the current rate by rail.

These companies enjoyed several fortuitous advantages, as, apart from the fact that they were only called upon to pay a relatively small proportion of the cost of road maintenance, they were at liberty in many areas to select the most profitable, while ignoring unremunerative services, and to employ relatively unskilled, and consequently low-paid labour, entirely at their own discretion. Finally, no effective measures were in existence to ensure that the vehicles which they employed were either suitable or safe for the services.

In spite of these advantages, however, it is an open secret that many of these companies are now faced with the alternatives of either ceasing their activities or substantially increasing their fares. There can be little question, therefore, that the coup de grace will be given to the continued existence of uneconomic road transport by the implementation of the new Transport Act. There is no reasonable doubt that this Act will pass on to the Statute-book in due course, and it includes measures for removing all the anomalies to which reference has been made, other than increased liability on the part of road-transport undertakings for the upkeep of the roads over which they run. To the credit of the larger companies, it may be said that they have taken every precaution to ensure the reasonable comfort and safety of their passengers, and the fair treatment of their staff, and they have only run at uneconomic rates when they were forced to do so by unfair competition. The position of these companies in the future is of considerable interest to the public.—Engineering.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

RAIL MOTOR CARS. Satisfactory Progress Reported

The abundant water power available in Italy renders railway electrification in that country a particularly attractive proposition, and the conversion from steam to electrical operation is being rapidly pushed forward on all the main lines. There are certain districts, however, where the traffic conditions hardly justify such conversion, and in these areas, experimental services have been run for some time with locomotives driven by heavy-oil engines, or with rail cars having similar motive units. The first locomotive of this type, which was put into service four years ago in southern Italy, was built at the

"RULES OF THE ROAD"

The following quaint "Rules of the Road" are enforced in Seoul, Korea.

1. At the rise of the hand of the police, stop rapidly.
2. Do not pass him by or otherwise disrespect him.
3. When a passenger of the foot hove in sight, tootle the horn; trumpet at him melodiously at first, but if he still obstinately refuses to pass, tootle him with vigour and express by word of mouth the warning "Hail Hail!"
4. Beware of the wandering horse that he shall not take fright as you pass him by. Do not explode box at him. Go soothingly by.
5. Give big space to the festive dog that shall sport in the roadway.
6. Avoid entanglement of dog with your wheel spoke.
7. Go soothingly on the greasy mud, as there lurks the sly demon.
8. Press the brake of the foot as you roll round the corner to save the collapse and tie up.
9. When you meet the cow and horse go slowly to the side of the road and wait until he passes away.

Stabilimento Grandi Motori of the F.I.A.T. Company, at Turin. The locomotive incorporated a full Diesel engine of the company's submarine type, and was fitted with electric transmission. The engine operated on the two-stroke cycle, and had six cylinders developing a total of 450 brake horsepower, at a crankshaft speed of 500 r.p.m. This locomotive is still running, and has operated quite successfully throughout its four years of service.

Following on this, the Italian State Railways ordered four rail-cars from the same company. These rail-cars were also fitted with electric transmission, but instead of a two-stroke Diesel engine, four-cycle airless-injection engines were employed for the power unit. These engines were again of the six-cylinder type, developing 200 brake horsepower at 750 r.p.m. The first of these rail-cars was put into service early in 1928, and the second later, while the remaining two have just been completed. The two cars in service are reported to have given every satisfaction to date.—Engineering.

WELDING Remarkable Method of Manufacture

Among those whose knowledge of Ford methods is derived from articles in the Press and magazines, it is often imagined that the outstanding point of interest in Ford factories is production in very large number due to the elimination of waste motion and to the use of the most modern machines, tools and fixtures and manufacturing methods that unlimited resources and years of conscientious effort have been able to produce.

The company, however, never depends upon accelerated individual effort for its production. To the trained observer a production of over 9,000 cars and trucks a day, averaging 2,000,000 finished jobs a year, is less remarkable than the smooth unhurried precision with which it is done. One never notices any confusion in a Ford factory. Many new processes are employed, some of them epochal of their kind, and these given the new Ford the remarkable combination of quality and strength that have aroused so much world comment.

A Wonder Tale

A very striking example of this "difference" in Ford methods provides the subject of this article. The age-old task of welding, first practised by the blacksmith, has been developed in a way that can justly be claimed to provide a wonder tale of modern industry. In the production of the new Ford, welding has been turned into the keystone of a new manufacturing method, and the Ford works have been transformed into the world's greatest welding laboratories.

The practical result of this achievement is that forgings and stampings can be united into integral parts of strength, lightness and beauty at a speed unequalled hitherto. The important outcome is a motor-car in which no castings are used except in the cylinder block, which like other cylinder blocks, is made of cast iron.

Welding in the Ford factories is the transformation of two pieces of metal into one solid piece. In order to apply welding so extensively and efficiently to the new Ford car, it was necessary to adopt methods that would seem almost revolutionary in some plants. In many instances machines had to be designed that were radically different from any in existence, and tools and fixtures never before heard of were made.

Perfect Results Secured

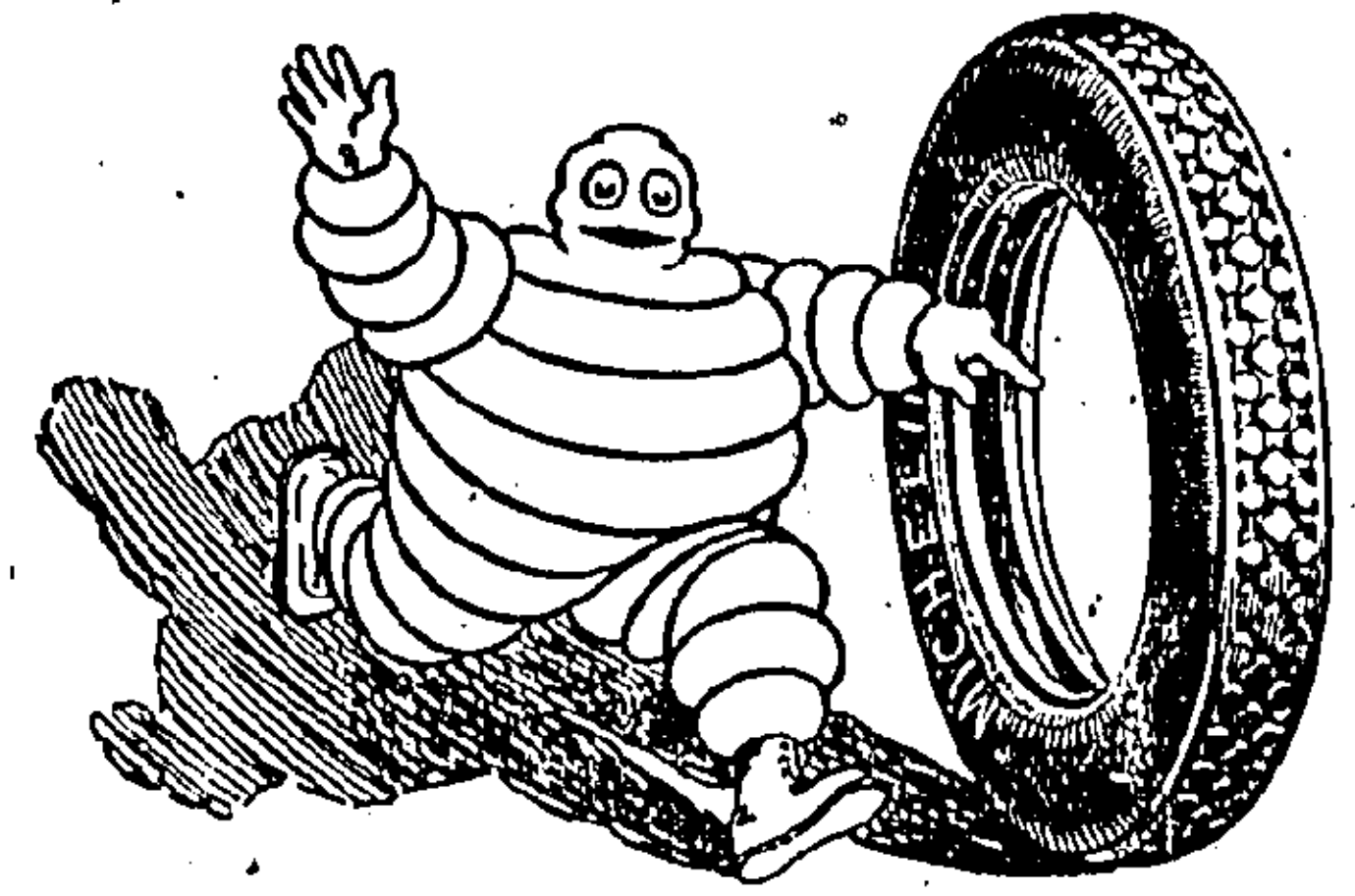
The results, however, have more than justified expectations. The process has helped to make the new car at the same time one of the most economical and sturdiest ever manufactured.

Destructive tests have shown in a remarkable way the enormous strength of the metal at the point welded—proving, in fact, that the point of weld is the strongest of all. The new Ford Model "A" chassis has over 150 forgings, 390 electric butt welding and 300 spot welding operations. 30 per cent. of all its steel parts are forgings.

The whole car, in fact, may be described as a welding design, and this affords one of the outstanding reasons for its strength, beauty, lightness and speed.

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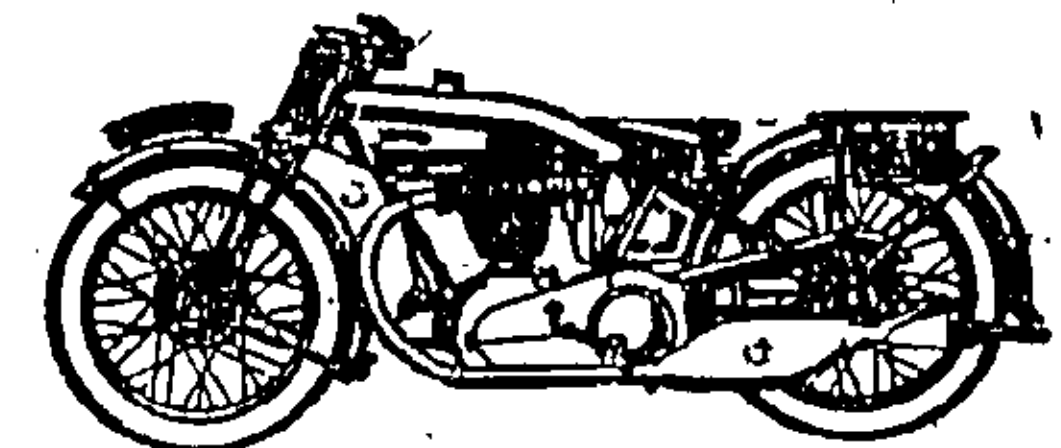
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NORTON

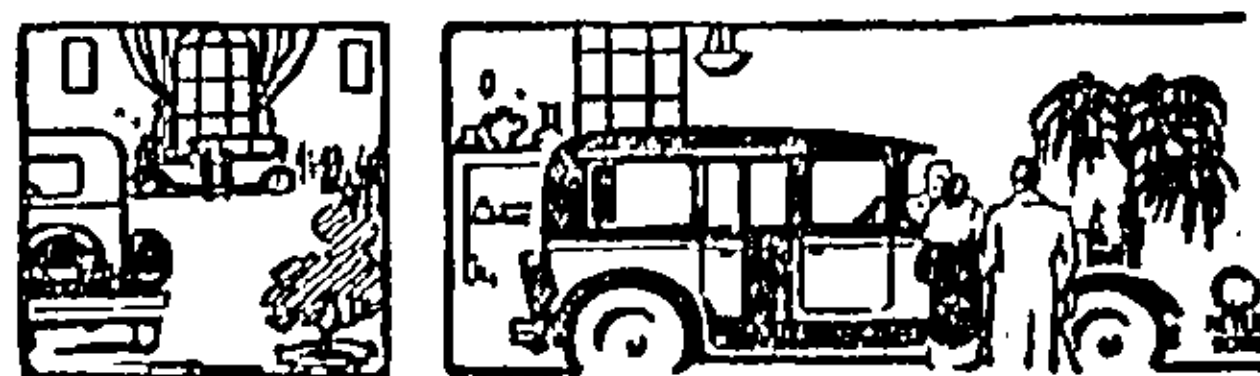
MODEL NO. 18 4.90 H.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

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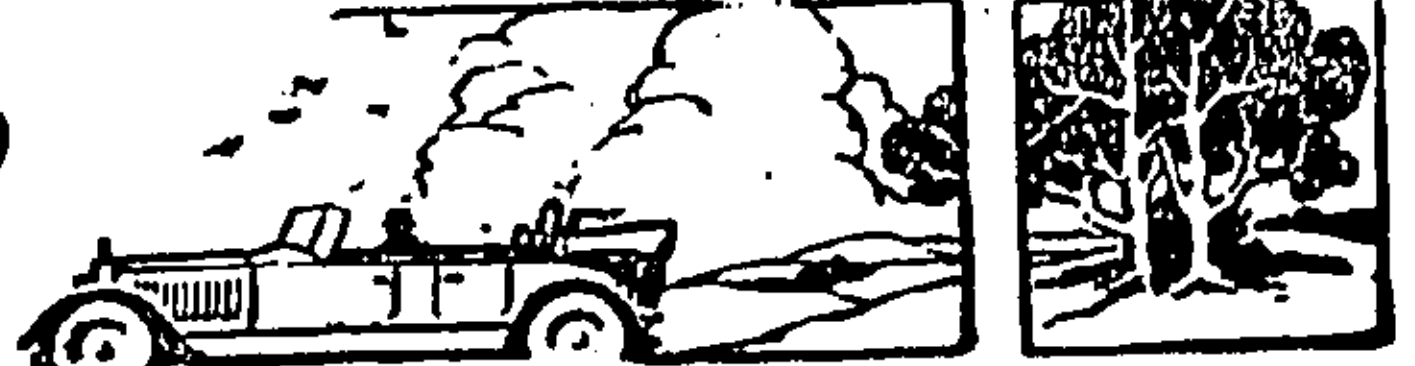
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SOLE AGENTS.



MOTOR NEWS

from Road & Showroom



Fire Engine's Motor "Baby"

The latest motor novelty is a tiny fire tender, with a truck of 3 feet 6 inches, designed to dash to the fire before it is possible to get a big engine under way. It has been produced by Sir William Morris, the British motor manufacturer, and it can rush to the scene of action at fifty miles an hour on an 8 h.p. engine. The tender is fitted with a 25 feet sectional ladder, an axe, a first-aid outfit, reinforced Dunlop tyres, and twelve large fire extinguishers to make it independent of a water supply. There are seats for two firemen.

More than 550,000 tests are conducted yearly in Studebaker's engineering and research laboratories, in addition to the hundreds of inspections made on every car in process of manufacture.

An Eskimo Six recently carried the first white woman into the Vorkuta Pen, a barren territory in the African Transvaal, several days' journey from Johannesburg.

New Studebaker touring cars shipped to Tientsin for delivery to Kalgan, Mongolia, had to be driven over lofty Nankow pass and through the ice packed Lo Lung Bei river in order to reach their new owners.

Reverse gear, rather than a forward speed, is the first to be used when the cars come off Studebaker assembly lines. The cars move down the line backwards, and are backed off the line under their own power.

Exports of Studebaker Commanders and Presidents during the first six months of last year showed an increase of nearly 173 per cent. over the same period in 1928.

A stock President Eight recently negotiated far-famed Kurrage Heights, in New South Wales, in top gear in an officially certified test run. Kurrage Heights—a 4-1/2 mile grind—is rated as one of the steepest climbs in the world.

Dodging wild game at 70 miles an hour on Indian roads and crossing rivers on railway trestles were among the incidents of a cross country run in which a Studebaker President Eight Roadster set a new road record between Calcutta and Bombay.

A Test for Bus Drivers

To test the mental agility of bus drivers, the Paris police department now employs the "perceptolagometer," an invention of Professor Emilio Mira, of Barcelona, Spain, which measures the ability of a driver to judge the speed of approaching vehicles.

In the examination, the bus driver-to-be is seated fifteen feet away from a table on which is arranged an apparatus consisting of three rods rigged up with pulleys and a rheostat. The rods can be moved at varying speeds in different directions. If the driver can discern quickly and accurately when the rods are to meet, it is assumed that he can make accurate estimates in the larger field of real traffic.

Dutch Ford Co.'s Profit

The Dutch Ford Company has published its first annual report, which shows a gross profit of 3,730,000 florins on a share capital of 1,860,000 florins. A dividend of 10 per cent. is declared. The dividend caused disappointment, since 20 per cent. was expected.

Careless Drivers

The Automobile Association has been requested to draw attention to the frequency of accidents on the Kingston by-pass road, particularly as in some instances it is clear that the accidents have been the result of failure on the part of drivers to exercise the necessary caution at road junctions, where other road users desire to enter, cross, or leave the road.

At the suggestion of the A.A., additional signs are being erected by the county surveyor of Surrey close to these crossings, and motorists are particularly requested, in the interests of public safety, strictly to observe the warnings conveyed by these signs.

Prospects for Industry

The prospects of a further real advance of the British motor industry for 1929 are not very encouraging. In 1929 the industry, as a whole, reached a very high level of activity. Much of this was no doubt soundly based, but in the private car section particularly, it is difficult to say how far sales were stimulated by the prevalent speculative boom psychology. If to any

great extent, a corresponding reaction may be expected in 1930. The basic competitive position is certain to be keener than ever before, both at home and abroad.

Drink and Driving

"The mere fact that he had had a drop of beer does not make him in the slightest degree incapable of driving," said Mr. Justice Branson in a motor case. "The position in point," replied the defending lawyer, "is that a man who has been having some drink will not drive a car in the same way as one who has had nothing at all." To this the Judge responded, "It depends on how much he has had."

The view of the medical profession, as far as it can be ascertained, is that complete abstinence is best for those about to drive, but there is agreement that much depends on the individual and his reaction to alcohol. Teetotal chauffeurs find it easier than the others to obtain employment.

"Menace to Hunting"

In an appeal to followers of the Wynnstay Hunt, Sir Watkins Williams Wynn, the Master, declares that the increasing use of motor-cars and motor horns-boxes is a menace to the welfare of hunting. The authorities have complained, he states, that the roads are being blocked by cars, and he asks that all those who come out with the hounds will do their utmost to mitigate these modern but very serious difficulties in connection with hunting.

Saved Girl's Life

The inflated inner tube from a Ford car was the means of saving the life of a sixteen-year-old girl, Hilda Dibb, of Victoria, British Columbia, when she was overcome with a cramp while swimming near her home. Violet Brooks, a companion, seeing her predicament, started to her aid with the inner tube. With this supporting the unfortunate girl, she managed to kick her way back to shore.

Motor Cyclists & Insurance

"Why cannot the insurance companies realise that to class machines together according to capacity makes a policy an absurdity for a great many riders?" asks a writer in Motor Cycling, referring to the present custom of basing insurance rates on engine capacity. He suggests that it is time that insurance companies realised that "there is as much difference between one 350 and another as there is between a Carnarvon and an innkeeper of a home for sufferers from incurable fatal diseases."

For Warmer Weather

With the advent of warmer weather, motorists are already looking forward to making week-end trips to the country or seaside. Perhaps only a few give any real thought to the requirements of their cars to carry them over long trips, and where there is no forthright, if trouble is experienced over the journey, the motorist is inclined to lay blame on the car. Like any other piece of machinery, however,

the motor car requires certain care and attention at definitely fixed intervals, and given this care, the reliability built into it is at all times assured. The amount of labour to care properly for a car is not great, it is in fact far less than might at first be thought. Even so small a period as one hour a week of conscientious, intelligent effort by the owner, will secure the results he desires, and can have. A short period of each week-end should be given to care and attention to the car.

British Cars for the Prince

British Cars are being used by the Prince of Wales during his tour in Africa. For this occasion the head of a well-known British firm producing six- and eight-cylinder cars arranged that samples of his product should be available, and the Prince agreed to use them.

Lubrication

Lack of sufficient lubrication must be guarded against. Oil and grease are cheaper than repair bills, and it is most desirable that owners study their instruction book and go over all parts requiring lubrication, as shown on the chart. Especially so is this important before making long trips, as very often a point which has recently been oiled may become dry. Check oil in the crankcase, gear box, and differential, and if not up to the specified mark, replenish.

Go to Halifax!

Road-widening schemes to cost nearly £40,000 have been approved by the Halifax authorities.

Cooling System

The proper amount of water in the cooling system is equally as important as the supply of petrol and oil, and, if neglected, will result in over heating of the engine and perhaps damage to internal parts. The system should be examined regularly, and, if necessary, water added to bring it to the proper level. Once a month, the radiator drain cock, which is conveniently located on the right side at the bottom of the radiator, should be opened and all the water and accumulated dirt run out.

Flush the Radiator

If the water is very dirty the radiator should be flushed out with a solution of washing soda, about one tablespoon to the gallon, and, after draining the mixture, again flushed with clean fresh water to ensure that no trace of the mixture is left in the system. On a long trip, especially, when the travelling has been over hilly roads or those with a loose top surface where hard pulling is experienced, examine the water supply frequently and each time a stop is made for petrol or oil. Never pour cold water into a radiator or cooling system while the motor is hot, as it may crack the cylinder head.

BUYERS' GUIDE

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 BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
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MOTOR TRUCKS AND TRACTORS.

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MOTOR CYCLES

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 HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. K. 1242 & K. 804.
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 NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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 MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
 MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
 WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

FORD PLANES

New Tri-Motored Type

A new tri-motored, all metal transport aeroplane to be known as the 7-AT type is announced by the Ford Motor Company.

In appearance the new ship will be virtually the same as the 5-AT type, production of which will be continued. The actual dimensions of the 7-AT will follow very closely those of the 5-AT, which has won widespread recognition among professional airmen and air travellers by its performance.

The most essential difference in the latest addition to the Ford air transport line is the substitution of two Wright J-6 motors of 300 horsepower each for two of the three Pratt and Whitney Vaspas which power the 5-AT. The new motor, however, will be a 425 horsepower Wasp, which with the two wing motors will produce 1,055 horsepower. Marked economy of operation is gained by the new arrangement of motors.

The 7-AT type has a wing spread of approximately 78 feet and a length of about 60 feet overall. Its wing area is 835 feet and its height a trifle more than thirteen and a half feet.

The new craft will give a top speed of 134 miles an hour, and its cruising speed is 112 miles an hour. The stalling speed is 63 miles per hour. The radius of action is 625 miles. It has a service ceiling of 14,000 feet—about the height of Mount Ranier, and an absolute ceiling of 15,600, or only 240 feet less than three miles.

The ship can carry a useful load of 5,630 pounds, bringing its total weight, fully loaded, to 12,910 pounds. It can carry 281 gallons of gasoline and 26 gallons of oil.

The average width of the cabin is four and a half feet and the average height six feet. The length is a trifle less than 19 feet. Fifteen persons, including the pilot and co-pilot, can be carried. Baggage space has been provided.

New and unusually attractive exterior finishes, such as that shown on the Ford demonstration plane at last year's aviation shows, are available.

One of the features of Ford aeroplane-cabins is the "Ply metal" interior trim, developed to Ford specifications, and consisting of two thicknesses of duralumin with a score of balsa wood, the latter acting to deaden the noise of the motors.

The cabin is fitted with every convenience for passengers, with roomy, leather-upholstered aluminium chairs, adjustable to three positions, dome lights, individual bracket lights, a wash room, individual windows and interior furnishings that give the cabin a tone of quiet richness, but with an emphatic note of cheerfulness.

The transport has many features of high importance in the interest of safety, which have made the Ford ships particularly appealing to the public. These include reduction of fire hazards, precautions in locating the fuel tanks and the gauging of strength of every part.

Ford planes are employed by many of the best known passenger air line in America and also by a number of business companies desiring the advantages of their own air transportation as well as the attendant advertising value.

In addition to the 7-AT and 5-AT, production of the 4-AT powered by three Wright J-6 motors, and the 6-AT, equipped with pontoons for landing on water, will be continued.

MOTOR-CAR CARRIER

Freight Steamer Fitted With Lifts

The Tyne Dock Engineering Co. have accomplished an interesting job in converting the Dovenden, formerly the Howick Hall, into a transporter for carrying cargoes of assembled motor-cars, with elevators to carry the cars from the upper to the lower decks.

"The vessel, which has a gross tonnage of 5,096, was built at Glasgow in 1910, for the United States Steel Products Co., and her conversion is understood to be the first job of its kind ever done on the Tyne. The Dovenden, now owned by Messrs. McAllum and Co., is having extra decks constructed, and also a new wooden deck about nine feet below the main deck in Nos. 1, 2 and 3 holds. The old cargo doors at the side of the ship have been removed and six large openings have been made, while six special watertight doors are being fitted.

These doors will open on a level with the upper deck, and in the hatchways steel frame elevators of the trellis type are being installed. Two portable elevators are also being provided. Fitted with all the safety devices, and to meet the requirements of the Factory Act, the lifts will travel from the upper deck to the lower decks, and facilitate the conveyance of motor-cars from the cargo doors down to the storage quarters, and vice versa.



SERVICE

IN THE Ford Motor Company we

emphasize service equally with sales It has always been our belief that a sale does not complete the transaction between us and the buyer, but establishes a new obligation on us to see that his car gives him service We are as much interested in your economical operation of the car as you are in our economical manufacture of it This is only good business on our part. . . . If our car gives service, sales will take care of themselves For that reason we have installed a system of controlled service to take care of all Ford car needs in an economical and improved manner We wish all users of Ford cars to know what they are entitled to in this respect, so that they may readily avail themselves of this service.

Wherever you live, or wherever you go, you will find the Ford dealer prompt and business-like in his work, fair in his charges, and sincerely eager to do a good and thorough job at all times.

Authorized Dealer:

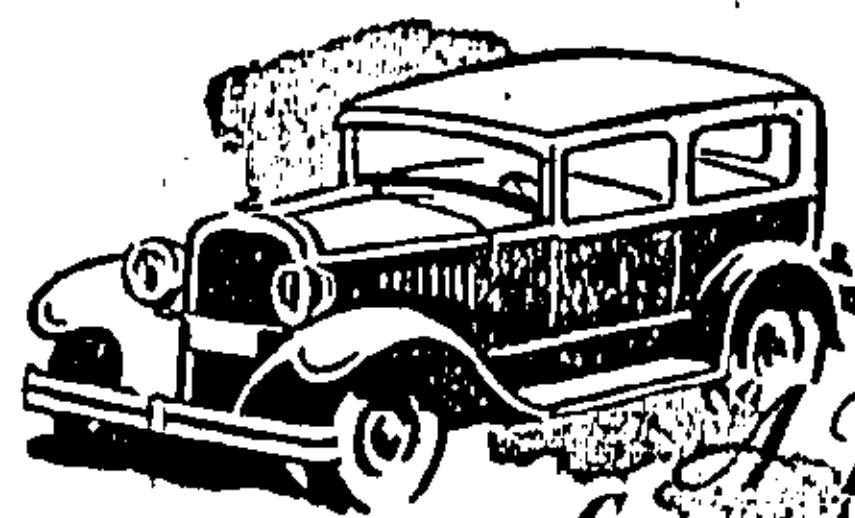
WALLACE HARPER & CO., LTD.

745 NATHAN ROAD, MONGKOK, KOWLOON, HONG KONG.

Telephone, Kowloon 566.

FORD MOTOR COMPANY, EXPORTS, INC.
SHANGHAI.

Use Genuine Ford Parts only, purchased from Authorized Ford Dealers



A Buyer for your car Sir—?

FOR one reason or another you may not want to use your car. In the event you wish to dispose of it there is no better medium than the Classified Ads in this newspaper. The cost is small, but results are certain.

50 cents Prepaid for 40 Words.

SUNDAY HERALD

3A, Wyndham Street.

8 CYLINDER

The Popular Swing Continues

After 10 years of supremacy, the six cylinder car has given way to the eight, particularly in the moderate price field. This is shown by the 1930 New York Automobile Show where 28 out of 46 makers displayed eights. At last year's New York show, 23 manufacturers exhibited eights.

Figures on the number of eight cylinder makes exhibited at the New York Automobile Show since 1920 are of considerable interest in the light of this popular swing to eights. At the 1920 show there were 18 makes of eight cylinder cars on display. In 1927 the number was 22; in 1928, 22; in 1929, 23 and this year 28.

The advance from the higher priced six to the eight has now attained the momentum of the historic shift from fours to sixes ten years ago. In 1914 when the swing started, 54.2 per cent of all makes of

American cars were fours. To-day only 4 per cent are fours.

Among the first manufacturers to foresee this trend and switch from the four to the six in response to the public demand for greater and more flexible power, Studebaker again played the role of pioneer and pointed the way to the popular priced eight.

In 1927, Studebaker brought out an eight cylinder car, the President Eight, priced to command mass sales. So successful was this move that it was quickly followed by the introduction of the Commander Eight in January, 1929, and by the

Dictator Eight last year.

The year 1929 was featured by instance after instance of growing eight cylinder popularity. Registration figures for the first seven months of the year over the same period in 1928 showed an increase of 84 per cent. In eight cylinder registrations in the United States while sixes in the same price class registered a decline of 18 per cent. In 30 leading cities, registration of eights and sixes for the first eight months of last year showed a substantial gain in every city for sixes with a corresponding loss in

DELI MARU PIRACY

(Continued from Page 1.)

After dealing with the activities of Cheung and Chan in Hong Kong, Mr. Covey said that \$11,000 no doubt was paid to the first accused, and he thought that here one might presume that out of that \$11,000 he paid a large sum of money to one Chan Wai-ching, the only man, as far as could be made out, who knew how to get in communication with the pirates, where they lived and everything about them.

"Slipped from Hong Kong"
Chan Wai-ching skipped from Hong Kong with it would seem, some of the money. It was then about January 14, and the accused were arrested and the remainder of the money was found either upon their persons or in the house where they lived, and where first accused had his family with him and carried on his business.

From this point it was very easy to gather the arrangements that had been made between the first accused and Chan Wai-ching. Chan Wai-ching no doubt had come to Hong Kong as an agent of the kidnappers or pirates. He had come as a poor man to see how his masters on the hills could enrich themselves; and he had gone away, or should have gone away, with about \$2,500, for he left \$1,800 with the second accused for safe keeping.

Chan Wai-ching would produce the money to the pirates or kidnappers, would have related what other money there were, and would have told the pirates or kidnappers that upon Hsu's arrival in Hong Kong, the money, less commission, would be paid over to their messenger.

"The Police stepped in and spoilt all chance of Hsu's release."

Trading With Pirates
Mr. Covey then dealt with the law as promulgated in this Colony, namely, Section 4 of the Piracy Ordinance, No. 1 of 1869, and suggested that by the wording it might be inferred that it applied only to trading with any pirate after a piracy had been committed.

After referring to authorities and the Piracy Act in England, Mr. Covey proceeded to deal piecemeal with the wording of Section 4 of the Ordinance. The first four words of the section were: "In any way con-

sult."

Mr. Covey asked if there had been any vestige of evidence that his clients had conspired with any pirate. He maintained that nowhere had there been either direct or indirect evidence to show that they had conspired with any pirates, kidnappers, abductors, or bandits.

The next word was "combine." He asked if it could be shown anywhere throughout the evidence that accused had combined with any single person. He suggested that if there had been any combination at all with any persons, then it was with Cheung King-yuet, Chan Iu-piu, Liu Chow-yun and Chow Man-king. Certainly not with any pirate.

Accused As A Medium
Dealing with his cross-examination of Cheung King-yuet, Mr. Covey said that when he asked him in what capacity he thought first accused was acting, his reply had been: "The object is to ransom Mr. Hsu."

Then the man Chow Man-king, in his cross-examination had said: "My opinion of the first accused is as a medium. The first accused was acting in the interests of Hsu. If the Police had not interfered Hsu would be free to-day through the kindness and help of the first accused."

"I cannot see that there has been any proof of combination in this case," said Mr. Covey.

Dealing with the word "confederate," Mr. Covey read the definition of that word in Stroud's Judicial Dictionary, and said that neither "collusion" nor "conjunction" would seem to apply to the case, because, as he had already said, there had been absolutely no proof of conspiracy.

Then he came to the word "correspond" and said that he was taking it to have and carry the ordinary meaning in English.

Where, he asked, had the evidence proved other than that Liu Chow-yun wrote the letters and that Cheung King-yuet signed them? The envelopes, too, were addressed by Cheung and handed to first accused and he was paid a messenger's fee, no doubt, to convey the letters to the pirates' agent. Both Cheung and Chow Man-king had agreed on that point.

No Proof of Correspondence
So they now find that first accused never did correspond with pirates or with anyone to enable

information to get to Shanghai. There had been no proof of any correspondence at all—except from the Shanghai people. Certainly not from either of the accused.

Next, Mr. Covey dealt with the words: "corresponds with any pirate knowing him to be guilty of piracy." He maintained that there had been not one word to prove that the accused knew anything concerning pirates. His clients' whole dealings had been with the four men, they had heard so much about, and in that regard he (Mr. Covey) had put questions in cross-examination of Chow Man-king which drew from him a denial that he was a pirate or that he had ever thought of enriching himself with a bullet or dollars. He also gave the opinion that the other three men, Cheung, Chan and Liu were not pirates.

Mr. Covey then submitted that the prosecution had completely failed to make out any case against either of the two accused, even if they were to suppose that section 4 of Ordinance No. 1, of 1869 included in it the word "ransom" and made it an offence.

Definition of "Ransom"
He read the definition of "ransom" in the Encyclopedia of the Laws of England, and said that under that description it would be noted that the Crown granted a ransom of particular offenders to private persons. He thought that after reading that description they could safely say that there is no law that a man, woman or child shall not be ransomed.

Here Mr. Covey made reference to the efforts made by the Rev. Forbes Tochen, who succeeded in securing the ransom of Capt. Laylor of the a.s. Hsien Tien, in December 1927. For that service Mr. Tochen was awarded the C.B.E. in January 1928.

He (Mr. Covey) would not go so far as to say that either of his clients should have received or been recommended for any such decoration, but he would say that neither should have been charged and made to suffer six weeks' imprisonment.

If the Police in 1928 had considered that the wording of the Ordinance did in truth apply to ransoming, then Mr. Tochen should have been made an example of, for he obviously was in direct communication with pirates, but he got the C.B.E.!

Mr. Covey also criticised the other charges against the accused, and pointed out that what Cheung King-yuet said in answer to his attempt to find out as to whether first accused had used any threats to him, was that the only reference to Hsu's health or treatment was in Hsu's own letter.

Then, the witness Chow Man-king, similarly questioned, said that when he and first accused talked about Hsu, first accused said: "I think Hsu is quite safe. If the matter can be settled earlier he need not suffer, nor will he be in danger." So where was the proof of threatening?

No Evidence of Criminality
In conclusion, Mr. Covey submitted that there had been no evidence whatever of criminality, or intention to commit a crime on the part of the first accused.

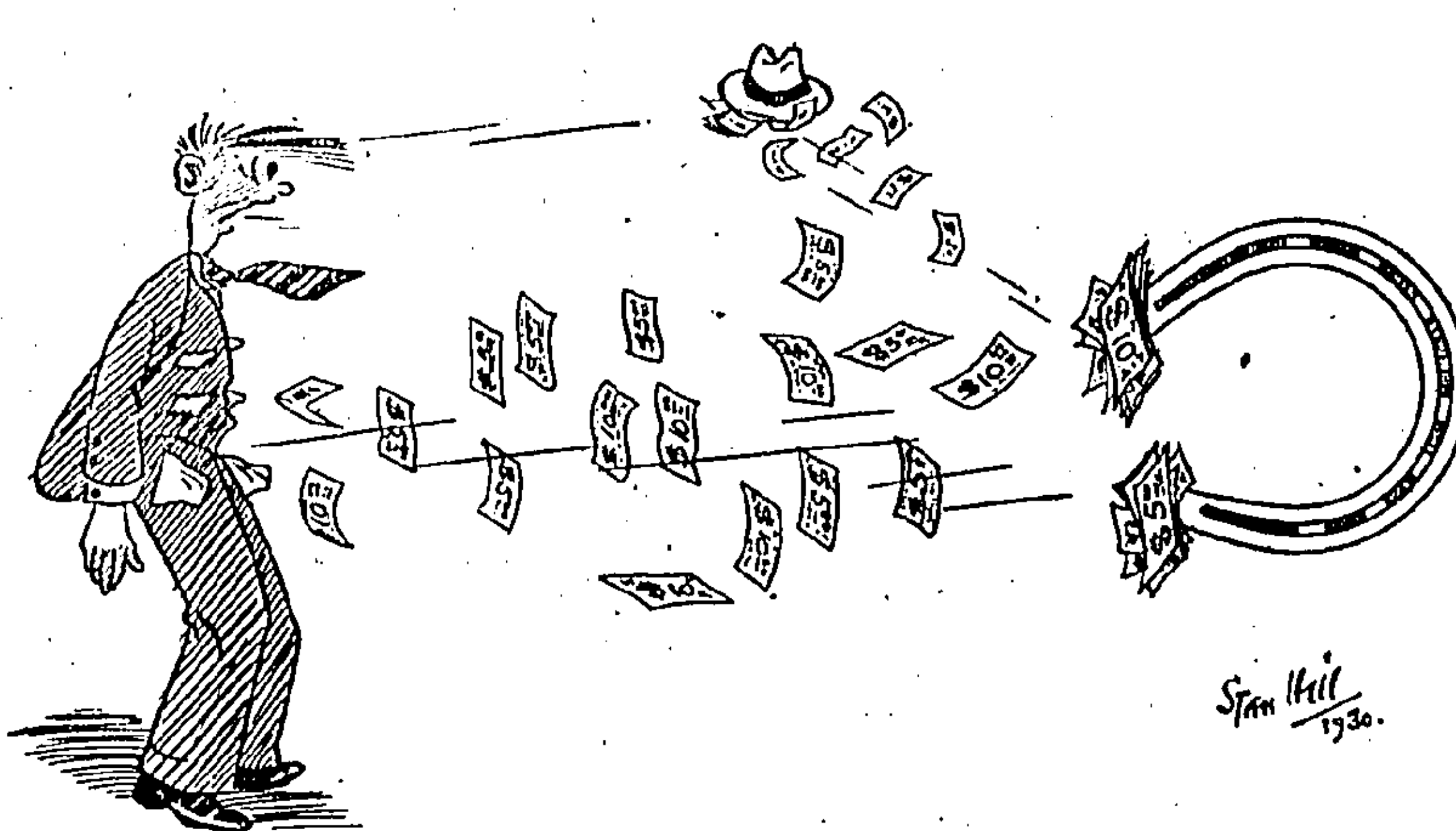
With regard to second accused, he submitted that there had been absolutely no evidence whatever to prove him in any way guilty of even attempting to ransom Hsu, or of any criminal act or intention. The only evidence against him had been of \$900 being found inside each boat that he was wearing at the time of his arrest. "A very safe place, too, to hoard your wealth!"

Mr. Covey asked for the dismissal of both accused, saying that he felt assured that the Attorney-General would, if a commitment were made, enter a *nolle prosequi*, or failing that, the Judge would not permit such a case to go before a Jury, and that if he did, a Jury would not convict.

The Case of Hsu
Finally, Mr. Covey proposed that the money in the hands of the Police should be paid to trustees, other than the Police, for the respective parties from whom they were taken; to use their utmost endeavours to obtain the release of Hsu.

In this regard he would say that he had consulted first accused and asked if in his opinion it

THE MAGNET



HAVE YOU WON?

Lucky Numbers in Cash Sweeps

YESTERDAY'S DRAWINGS

The following are the winners of the Cash Sweeps at yesterday's Races:

Race I.
No. 259 \$1,654.80
" 195 472.8
" 323 236.40
Unplaced \$50 each:—Nos. 126, 678, 469, 298, 21, 440, 644, 311, 535, 200.

Race II.
No. 807 \$2,147.60
" 474 613.60
" 195 306.80
Unplaced \$50 each:—Nos. 324, 693, 760, 504.

Race III.
No. 116 \$2,507.40
" 849 716.40
" 220 358.20
Unplaced \$50:—No. 376.

Race IV.
No. 913 \$2,588.60
" 269 739.60
" 749 369.80
Unplaced \$50 each:—Nos. 812, 961, 252, 670, 618, 616, 610, 319, 276.

Race V.
No. 339 \$4,944.80
" 437 1,412.80
" 1647 706.40
Unplaced \$50 each:—Nos. 310, 1381, 1805, 1419, 86, 620, 535, 804, 485, 1877, 40, 643, 433, 1250, 244, 1026, 88, 184.

VI.
No. 283 \$3,082.50
" 1679 3,082.50
" 1470 685.00
Unplaced \$50 each:—Nos. 301, 1215, 205, 467, 1446, 796, 265.

VII.
No. 1619 \$4,936.40
" 1366 1,410.40
" 1237 705.20
Unplaced \$50 each:—Nos. 507, 1813, 333, 1795.

VIII.
No. 104 \$5,076.40
" 525 1,450.40
" 269 725.20
Unplaced \$50 each:—Nos. 1470, 440.

IX.
No. 47 \$4,836.60
" 1333 1,881.60
" 2 690.80
Unplaced \$50 each:—Nos. 411, 1710, 1229, 736.

X.
No. 1599 \$4,517.80
" 87 1,290.80
" 1286 362.70*
" 815 322.70*
*Dead Heat.
Unplaced \$50 each:—Nos. 1401, 1361, 1141.

XI.
No. 101 \$5,107.20
" 1571 1,459.20
" 1007 729.00
Unplaced \$50 each:—Nos. 1721, 1006, 1504, 335, 1765, 782, 1363, 995.

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" 1571 1,459.20
" 1007 729.00
Unplaced \$50 each:—Nos. 1721, 1006, 1504, 335, 1765, 782, 1363, 995.

2nd Race—The "Lotters"

Ticket No. 474 draws Pony No. 7
" 324 " " 3
" 760 " " 5
" 903 " " 4
" 840 " " 2
" 79 " " 1
" 504 " " 6

3rd Race—The "All Out"

Ticket No. 226 draws Pony No. 1
" 116 " " 4
" 376 " " 3
" 840 " " 2
" 79 " " 1
" 504 " " 6

4th Race—The Tytam Handicap, "A" Class

Ticket No. 991 draws Pony No. 4
" 276 " " 12
" 376 " " 7
" 840 " " 2
" 79 " " 1
" 504 " " 6

5th Race—The Tytam Handicap, "B" Class

Ticket No. 1419 draws Pony No. 4
" 1805 " " 3
" 244 " " 17
" 184 " " 21
" 40 " " 13
" 1028 " " 20
" 1647 " " 19
" 485 " " 11
" 437 " " 7
" 339 " " 6
" 435 " " 15
" 804 " " 10
" 520 " " 8
" 1877 " " 12
" 535 " " 9
" 141 " " 1
" 643 " " 14
" 1881 " " 2
" 1250 " " 16

6th Race—The Hong Kong Handicap, "A" Class

Ticket No. 1470 draws Pony No. 2
" 1446 " " 8
" 407 " " 5
" 265 " " 10
" 301 " " 1
" 205 " " 4
" 1215 " " 2
" 1579 " " 7
" 790 " " 9
" 283 " " 6

7th Race—The Hong Kong Handicap, "B" Class

Ticket No. 567 draws Pony No. 2
" 1500 " " 1
" 1913 " " 4
" 1795 " " 7
" 333 " " 5
" 1237 " " 3
" 1919 " " 6

8th Race—The Professional Cup and Subscriptions Grifflins' Champions

Ticket No. 104 draws Pony No. 4
" 1470 " " 2
" 269 " " 3
" 440 " " 5
" 525 " " 1

9th Race—The "United Services" Cup

Ticket No. 411 draws Pony No. 2
" 47 " " 6
" 1333 " " 3
" 2 " " 1
" 790 " " 7
" 1710 " " 4
" 1229 " " 5

10th Race—The Also Ran Stakes

Ticket No. 1401 draws Pony No. 1
" 87 " " 4
" 815 " " 6
" 1286 " " 3
" 1301 " " 7
" 141 " " 2
" 1599 " " 2

11th Race—The "Lucky" Stakes

Ticket No. 782 draws Pony No. 11
" 1671 " " 1
" 1721 " " 2
" 1007 " " 5
" 1000 " " 6
" 1363 " " 4
" 191 " " 8
" 506 " " 9
" 805 " " 3
" 1694 " " 10
" 1705 " " 7

RACE MEETING CONCLUDES

(Continued from Page 12.)

straight to win comfortably. Movannagher and Mountain Air were well behind the rest of the field. The win was Lieut.-Comdr. Bullock's third in succession. The public judged the form of the ponies well, and the first three were placed according to the tickets taken.

10.—The Also Ran Stakes.—Winner \$400. Second \$150. Third \$100. For Grifflins of this Meeting allowed 10 lb. weight for inches as per scale. (Jockey allowance). Allowances accumulative. Entrance \$5. One Mile.
Hearst's Christmas Frolic 158 lbs. (Mr. Heard) 1
Ho Kom-tong's Empress Hall 158 lbs. (Mr. da Roza) 2
Hynes & Mackie's Pippin 161 lbs. (Mr. Noott) 3
Mrs. N. Hashim's Silver Queen 161 lbs. (Mr. Charles) 3
L. Dunbar's Deception Bay 161 lbs. (Mr. Soares) 0
Dr. J. C. Macgown's Orlando 165 lbs. (Dr. Macgown) 0
Ho Sal-man's Shiny Pearl 155 lbs. (Mr. Y. S. Chang) 0

*Dead heat for 3rd place.
Time: 2 mins. 05.3/5.
Winner: \$8.60.
Places: 1st \$5.20; 2nd \$6.10; 3rd Silver Queen \$5.20; Pippin \$5.30.

*Dead Heat.

Christmas Frolic 1574 2133
Silver Queen 460 766
Pippin 446 698
Deception Bay 226 296
Empress Hall 160 386
Shiny Pearl 155 302
Orlando 80 128

This was an excellent race, and Mr. Heard, on his own pony, Christmas Frolic who was heavily backed, came with a rush at the finish to win a popular victory by a head from Empress Hall. Mr. Ho Kom Tong's pony had set the pace most of the way, but lacked the finishing power of the chestnut. Pippin and Silver Queen had a dead heat for 3rd place.

11.—The "Lucky" Stakes.—Winner \$400. Second \$150. Third \$100. For China Ponies that have started in at least two Extra Meetings in 1929 and at least twice at this Meeting and have not won at this Meeting. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Six Furlongs.
Yam Man's Fifty Fifty 155 lbs. (Mr. da Roza) 1

CRISIS IN CHINA
Plenary Meeting Decides to Subjugate Yen

COUNTRY THREATENED

Canton, Last Night.
In the recent telegram sent by the Kwangtung Provincial Council to the Secretariat of the 3rd Plenary meeting to be held to-day at the Capital, the following points were emphasised, concerning the present crisis on which all eyes of the country are fixed:—

"That revolution and counter-revolution cannot exist simultaneously; that there is a great difference between unification and sphere of occupation; that militarists whose actions are in opposition to the interests of the revolutionary cause will surely perish; and that those intending to wreck the country's unification will be defeated in the end;—these are imperishable facts that we must admit in checking up the past.

Taken, for instance, Yuan Shi-kai, the noted militarist of the north, who contemplated an empire for China. What was the result of the unscrupulous action? Take the recent case of Feng Yu-hsiang and Tang Song-chi. They have both received their punishment for their open disregard and revolt against the Government.

Renunciation Influence
And now Yen Shi-san, on whom the great responsibility of the country and party has been laid, is now conspiring against the Government, thereby prolonging the very existence of the Party. In this crisis, the outcome of which has far-reaching effects upon the country, we venture to submit the following for your consideration:—

1. "That Yen Shi-san, who is proven to conspire against the party and country, be deprived of his Kuomintang membership, and a punitive army sent for his subjugation."

2. "That party discipline be carried out with unwavering perseverance."

3. "That with regard to all the party members, the highest party authority be employed by the Central Government in putting into execution the constructive policy of the party and the Three Principles of the people."—Canton News Agency.

Dynasty's Young Pretender 155 lbs. (Mr. Bullock) 2
Boith & Heard's Christmas Chimes 168 lbs. (Mr. Heard) 3
Ho Kom-tong's Town Hall 158 lbs. (Mr. Y. S. Chang) 4
Ulster's Erin's Isle 158 lbs. (Mr. Collico) 0
Chan, M. & A. E. M. Rafook's Glorious Stag 158 lbs. (Mr. Noott) 0
Dyer & Boith's Loch Etive 157 lbs. (Mr. Frost) 0
Hau Un's Monterey Bay 153 lbs. (Mr. Y. M. Leo) 0
Yam Man's Our Prince 158 lbs. (Mr. Reidy) 0
N. Hashim's Sunning 158 lbs. (Mr. Charles) 0
K. H. Kay's Tarmacadam 152 lbs. (Mr. Backhouse) 0
Won by 1 1/2 lengths; a head. Time: 1 min. 31 secs.
Pari-mutuel:—
Winner: \$31.60.
Places: 1st \$7.00; 2nd \$7.20; 3rd \$6.00.

Successful Jockeys

Mr. A. J. P. Heard 1st 2nd 3rd
" F. Noott 5 3 5
" T. Wong 5 1 4
" G. U. da Roza 4 7 3
" V. M. Haimovitch 4 4 8
" L. P. Quincey 4 1 4
" C. Encarnacao 3 2 0
" W. Hill 3 2 0
" W. Bowling 3 1 5
" L. G. Frost 3 0 1
" Y. S. Chang 2 7 3
" R. H. Charles 2 3 5
" Comdr. Bullock 2 2 1
" Mr. E. C. Lighton 1 0 0
" S. Y. Liang 1 0 0
" L. Reidy 1 0 2
" E. Arnold 0 2 2
" G. Harriman 0 2 1
" T. A. Collico 0 1 1
" Ho Sal-man 0 1 0
" F. Soares 0 1 0
" Dr. S. To. Wong 0 0 1
" Mr. Ip Kuei-yung 0 0 1

Successful Owners

Mr. John Foul 1st 2nd 3rd
" Ho Kom-tong 6 4 3
" Chan Tin-sion 4 3 4
" Mr. Eve 4 2 4
" Messrs. Hynes & Mackie 3 3 4
" Mr. Dynasty 2 3 6
" Mrs. Pearce 2 3 1
" Messrs. Sturt & Lobel 2 2 1
" Mr. Yam Man 2 2 0
" Messrs. Lau & Leo 2 1 0
" Mr. L. Dunbar 2 0 0
" Mr. Owen 1 3 2
" Mrs. K. E. Boith 1 1 3
" Messrs. Dyer and Boith 1 1 0
" Mrs. Dunbar 1 1 0
" Mr. A. J. P. Heard 1 1 0
" Mr. W. E. L. Shenton 1 0 1
" Mr. W. Haimovitch 1 0 1
" Messrs. Tong & Priestley 1 0 1
" Messrs. Hinton & Yam Man 1 0 0
" Mr. Aitch Aitch 1 0 0
" Mr. Moger 1 0 0
" Messrs. Liang & Wong 1 0 0
" Mr. U. S. Wing 1 0 0
" Mrs. Austin 1 0 0
" Mr. Dyer 1 0 0
" Messrs. Bellamy & Gordon 2 2 2
" Mr. Hsu Yu 0 2 1
" Mr. Wong Ping-shan 0 1 1
" Mr. H. S. Chan 0 1 1
" Messrs. Boith & Heard 0 1 1
" Mr. Gloth 0 1 1
" Mr. Wayfoong 0 1 1
" Messrs. Bennett & Cave 0 1 0
" Mr. Mac 0 1 0
" Messrs. Tester & Abraham 0 1 0
" Messrs. Yao & Lo 0 1 0
" Lt. Comdr. Bullock 0 1 0
" Mr. Luckman 0 1 0
" Mr. Harbat 0 1 0
" Mr. Cocktail 0 1 0
" Mr. C. M. Leitao 0 2 2
" Mrs. N. Hashim 0 2 2
" Mr. Ho Sal-man 0 2 1
" Mr. Y. T. Fung 0 0 1
" Mr. K. H. Kay 0 0 1
" Mr. Ferdinand 0 0 1

Printed and published for the

Proprietors, the Hong Kong Herald Publishing Company, by DAVID CHRISTIAN WILSON, business manager, at 3A, Wyndham Street, Hong Kong.